



राजपत्र, हिमाचल प्रदेश (असाधारण)

हिमाचल प्रदेश राज्य शासन द्वारा प्रकाशित

शिमला, सोमवार, 9 जनवरी, 2006/14 पौष, 1927

हिमाचल प्रदेश सरकार

[Authoritative English text of Government Notification No. TCP-F (5) 13/2004, as required under clause (3) of Article 348 of the Constitution of India].

TOWN AND COUNTRY PLANNING DEPARTMENT

NOTIFICATION

Shimla-171002, the 27th December, 2004

No. TCP-F (5)-13/2004.—Whereas the Governor of Himachal Pradesh, in exercise of the powers vested in him under sub-section (3) of Section 20 of the Himachal Pradesh Town & Country Planning Act, 1977 (Act No. 12 of 1977) has approved the Development plan for Dalhousie Planning Area, District Chamba, Himachal Pradesh prepared by the Director, Town & Country Planning Department, Himachal Pradesh under Section 19 (2) of the said Act.

Now, therefore, in exercise of the powers vested in him under sub-section (4) of Section-20 of said Act, the Governor of Himachal Pradesh is pleased to publish in the

Development Plan for Dalhousie Planning Area as approved by the State Government and gives the notice that a copy of the said Development Plan may be inspected in the following offices during office hours, namely :—

1. The Principal Secretary (TCP) to the Government of Himachal Pradesh, Shimla-2.
2. The Director, Town & Country Planning Department, Himachal Pradesh, Shimla-9.
3. The Assistant Town & Planner, Sub-divisional Town Planning Office, Chamba.

The said Development Plan shall come into operation with effect from the date of the publication of this notification in the Rajpatra, Himachal Pradesh.

By order,

T. C. Janartha,
Secretary (TCP) to
the Government of Himachal Pradesh.

CHAPTER-1

THE CONTEXT

1.1 In, three deliberations with the public, grass-root functionaries of town, stakeholders to prepare a technically viable document, acceptable to the masses—holders, public representatives and non-Government Organizations (NGO,s) have been organized in Dalhousie Planning Area. The deliberations were addressed by the District Administration, Senior Officers from the Directorate of H.P. Town and Country Planning Department, local/field officers. The recommendations as emanated from the deliberations, form the basis for working out proposals of the Development Plan for Dalhousie Planning Area.

1.2 To examine the quantitative and qualitative aspects of various land uses, development activities, problems and prospects of Dalhousie Planning Area. Primary and secondary sources of data have been utilized which form the basis for working out projections, proposals and regulations.

1.3 The exposure visit of technical persons to planned cities of different parts of India made them aware regarding dimensions of the planning and development mechanism persisting. The experiences of exposure visits have been shared and used for working out the solutions of various problems.

1.4 The survey and the studies of Dalhousie town reveal that this is a tourist town with reputed education institutional base and unique natural landscape dominated by a substantial amount of forest cover which is more than 70% of the total planning area. Educational Institutions are the indirect attraction of the parents of the pupils as tourists, in addition to the general tourists. In view of

the above facts and as for aspirations of local people of Dalhousie town. Development plan has been contemplated on the basis of policy for conservation of forest cover and to develop tourist infrastructure through public participation and co-ordination of different departments, local body and Development authority

CHAPTER-2

GENERAL PROFILE

2.1 Nomenclature:—Dalhousie situated on the pine covered spur at western end of Dhauladhar mountain range, was established in 1858 A.D. by British Governor General Lord Dalhousie and was named after him.

2.2 Setting:—Dalhousie is located at 32°– 18' 00" to 32°– 22'00" north latitude and 75 °– 55'00" to 76 ° east latitude and at an altitude of 2378 meter above the mean sea level. Dalhousie is well connected with different parts of Himachal and Punjab plains

2.3 Evolution:—Dalhousie was founded in 1850 A.D. when the British rulers acquired five hills from the ruler of Chamba State for developing the area as sanatorium. The project of development of sanatorium was started in 1851 A.D. on a spot where the Dainkund Ridge breaks into spurs and Kathlag was identified for the construction of Convalescent Depot. In the year 1853, the five hills of Kathlag, Potreyn, Moti-tibba, Bakrota and Bhangora were acquired by the British rulers from the Raja of Chamba. Since the estate was founded in the time of Lord Dalhousie, the sanatorium was recommended to be called "Dalhousie" by Sir Donald Mcleod. In the year 1856, more land was acquired in Baloon and Bakka hills for the construction of barracks of the Convalescent Depot and as Cantonment respectively. With the expansion of the estate which started during the British Raj, the whole area has come to be known as Dalhousie. After acquisition in 1850's Dalhousie was made a part of then Kangra District of Punjab State. Later on, it was transferred to Gurdaspur District in August 1861. Only after re organization of states 1966, Dalhousie became a part of Chamba District of Himachal Pradesh on 1st November, 1966.

2.4 Nagar Parishad: The Nagar Parishad, Dalhousie was established in the year 1885 as Nagar Palika which included Kathlag, Motitibba, Dalhousie Khas and Bakrota revenue up-mohals. It was re-designated as Nagar Parishad Dalhousie in 1994. The Nagar Parishad Dalhousie has 766 hectares of land with population of 7419 persons as per 2001 census. Cantonment area is located on north side adjoining to the Nagar Parishad area.

2.5 Status: Dalhousie, the second important town of district Chamba after Chamba town, located amidst stately pine and oak forests, is a popular and attractive tourist destination of Himachal Pradesh. It overlooks the gigantic plains of Punjab and has mighty Pir Panjal mountain ranges at its backdrop. Various reputed educational institutions like Sacred Heart High School, Dalhousie Public School, Hill Top Public School and Central School for Tibetians etc. make it destination for students from all over India and Abroad. Major activities of the town are related to tourism and school level education.

CHAPTER-3

PLANNING AREA

3.1 Keeping in view the planning requirements and growth trends, Government of Himachal Pradesh vide notification No. PBW(B&R) (B)-26(33)/ 86 dated 30/07/86 under Himachal Pradesh Town and country Planning Act 1977 (Act No. 12 of 1977) Notified 2 revenue settlement including MC Dalhousie Hadbast No. 422 (new Hadbast No. 346) and Banikhet Hadbast no. 98 as Dalhousie Planning Area. In order to control haphazard development, section 15-A of The Himachal Pradesh Town and Country Planning Act 1977 was enforced in Dalhousie Planning Area vide notification no. TCP-(F) 6/13/94 dated 8/6/94. Subsequently, the existing land use of this Planning Area under section 15-A of the act was frozen and adopted vide notification number HIM/TP/PJT/DP- Dalhousie/93/-7338-7308 dated 29/7/97. Later considering its distance from MC Dalhousie area, revenue settlement Banikhet, Hadbast No. 98 was excluded from Dalhousie Planning Area vide notification No.TCP-F(5) 4/2004,dated Shimla, 29th May, 2004.

3.2 Planning Area has 766 hectares area and 6855 population as per 1991 census. The detail of revenue settlement(s) as notified in the revised planning area, under the said Act is as under:-

3.1

Name of Mohals falling in Dalhousie Planning Area

| Sr. No. | Name of Mohal | Hadbast No. | Name of Up-Mohal | Hadbast No. | Area (in Hectares) | Population (1991) |
|---------|--------------------|------------------|------------------|-------------|--------------------|-------------------|
| 1. | M.C.Area Dalhousie | 346(Old No. 422) | Kathlag | 346/1 | 181 | 604 |
| 2. | | | Dalhousie Khas | 346/2 | 112 | 3151 |
| 3. | | | Moti-Tibba | 346/3 | 124 | 737 |
| 4. | | | Bakrota | 346/4 | 349 | 2363 |
| | Total | | | | 766 | 6855 |

Source: Census of India, 1991 and H.P. Revenue Department.

3.3 Population ranges from 604 in Up- Mohal Kathlag to maximum 2363 in Up- Mohal Bakrota average being 1714 persons. Area of Up- Mohals ranges from 112 hectare of Up- Mohal Dalhousie Khas to 349 hectare of Up- Mohal Bakrota, average being 191.5 hectare. The population of Dalhousie Planning Area in 2001 was 7419, which is likely to increase to 8160 in 2011 and 8976 in 2021 A.D.

3.4 Lowest point in the Planning Area is 1520 meter above the mean sea level at Kathlag and the highest point is 2383 meter at Bakrota. Thus, local relief variation is 863 meter and average altitude is 1952 meter.

3.5 As one moves in the town from west to east direction, the altitude of the town starts increasing considerably towards the east and north-west and reaches maximum at Bakrota Hills. In between falls, Kathlag, Potreyn and Moti Tibba hills wherein few local variations in slope are found. The character of the slope determines the main physiography of the town.

The Moti Tibba and Potreyn hills are encircled by two Mall roads forming figure eight (8). These mall roads were laid in the early 1860's for promenades, carriages, horses etc. These roads linked by steeper bye lanes, are connected to bus-stand. These are, still, the arteries of the town. These mall roads are most popular among the tourists as both are having leveled walk and present panorama views of regional landscape. Above all, most of the hotels and business activities are on these roads and around Subhash Chowk and G.P.O. Chowk. The third Mall road located at Upper Bakrota which is 3 Kilometer long around the Bakrota hill from where the onlookers may enjoy extensive view of low hills and plains on south and the snowy ranges to the north.

The oldest school of Dalhousie i.e. Sacred Heart is located on Potreyn Hill. Dalhousie Public High School and Central School for Tibetians on middle Bakrota and Dalhousie Hill Top School on upper Bakrota Hill and Guru Nanak School is on Church Baloon road. All the above schools are of National and International fame.

Bakrota area having a unique character with big land holdings and beautiful bungalows constructed during the British period. These bungalows often remain un-occupied for maximum period of the year and are only occupied by the owners for one or two months during the year in summer only.

The western and south eastern areas of the town are characterized by the rural settlements named as Kathlag and Lohali respectively and rest of the area falling on southern side is predominately forest area. The north and north east areas of the town are bounded by the stately deodar forests and north west by cantonment. In this way, the entire area of the Dalhousie planning area is characterized by three distinct features i.e. rural settlements, forest area and built up area characterized mainly by educational and tourism related activities.

It is interesting to note that hilltop and valley sides with sunshine area have invited the urban structure. There appears to be deliberate attempt at many places in Dalhousie not to obstruct view of the Pong Dam Lake Ranjit Sagar Dam Lake, lower hills and to the snow-clad mountains.

CHAPTER-4

REGIONAL SCENARIO

4.1 Dalhousie is the second important town of the District Chamba after Chamba town. It is vibrating with the activities including tourism and education. It serves as tourist attraction point as well as school level education center for people from all over India and wards of non resident Indians.

4.2 The 100% population of Tehsil Dalhousie is dependent on Dalhousie Town for administrative functions being Dalhousie a sub-division headquarter.

Table 4.1

DEPENDENT POPULATION

| S. No. | Description | Population 1991 | Population 2001 | Population 2011 | Population 2021 |
|--------|--|--------------------|--------------------|--------------------|--------------------|
| 1. | Dalhousie Planning Area*. | 6855 | 7419 | 8160 | 8976 |
| 2. | Rest of population of Dalhousie Tehsil*. | * | 31780 | 34781 | 39303 |
| Total | | 6855 | 39199 | 42941 | 48279 |

4.3 Dalhousie is an important and popular tourist resort town of Chamba District. Population of Chamba District increased from 3,93,286 in 1991 to 4,60,499 in 2001, registering decadal increase of 17.09%. The decadal growth of state is 17.53% in comparison to 21.34% of national average during 1991-2001. By comparing the percentage growth rate of 1981-91 decade with that of 1991-2001 decade, it can be observed that the growth rate has decreased from 26.00% to 17.09% in Chamba District. If one compares the growth rate of 1971-81 decade which was 23.86%, it can be concluded that from 1971 onwards the growth rate of population in terms of percentage has increased from 23.86% to 26.00% in 1991 and then decreased to 17.09% during 1991-2001. It can therefore, be attributed that the District is experiencing out migration due to shrinking economic opportunities. Moreover, the family planning measures being adopted have also attributed to the decline in the growth rate.

4.4 Majority of the tourist coming to the town also visit Khajjiar, Chamba, Bharmour, Holi Pass, making Chamba the base station. The pilgrims also visit Bhalai and Bharmour temple. A few tourists do visit Chamba and around. Other places of tourist attraction in the region are such as Kala Top wild life sanctuary, Khajjiar, Chowari Jot, Jhumuhar, Chamera-I reservoir and Khairi Hydel Power House .

4.5 Dalhousie falls in Shivaliks with lesser and central Himalayas in the backdrop and is having typical mountainous terrain with moderate to steep conditions.. The rock type found in this region are generally sand stone, shale, slates, lime stone, conglomerate and quartzites. Slates are found in Gehra village along the river Ravi on Chamba- Bharmour road. Lime stone deposits is found in Shikri Dhar area opposite to Salooni.

CHAPTER-5**PHYSICAL AND ENVIRONMENTAL CONSIDERATIONS**

5.1 CLIMATE:—The climate of Dalhousie is salubrious and pleasing during the summer but is severe in winter. The average maximum and minimum temperature in summer is 23.5°C and 15.5° C respectively. The average maximum and minimum temperature in winter is 10°C and 1°C respectively. There are two rainy seasons in Dalhousie, one from December to March and another,

the main one extends from the middle of June till the middle of September. Annual rain fall is about 214mm. Relative humidity is relatively high during the monsoon season being over 80%. In the post monsoon and the winter season the humidity is less. In winter snow fall is usual and heavy. The summer is the driest part of the year. The town enjoys sufficient sunshine during winter.

5.2 VEGETATION:—More than 70% area of Dalhousie falls under the forest cover. The trees like Deodar, Pine, Kail, Oak, Bun, Chao, Kakreran, Kainth, Tittre, Dhamman and Fir etc. are found in abundance. Some areas in Kathlag and Lohali villages are under cultivation where seasonal crops like maize, wheat and seasonal vegetables are produced. In the upper Bakrota area, apple orchards owned by private land owners are found. The shrubs found in Dalhousie area are like Basooti, Dharoos, Kemal, CharMar, Ain, Kangora, Tung, Akhre etc.

5.3 GEOLOGY AND SOIL:—Geologically, the town is located in seismic zone No. V near fault line and is prone to earth quake. Situated on hillock, spur and steep slopes of young folded Dhauladhar mountain range, it has generally sedimentary rocks. The top layer is the mixture of compact consolidation of loamy soil and clay on sedimentary base. All the buildings within the planning area are to be planned and designed keeping in view earth quake design considerations as per latest Indian standard code of practice.

5.4 ENVIRONMENT:—The physical environment of Dalhousie Planning area is undergoing rapid changes due to accelerated construction activities. Being a tourist town, tourism related commercial constructions like hotels and Guest Houses to accommodate tourists are being carried out by the private land owners. However, around 70% area is covered under forest but the process of conversion of the private forest land for non-forest activities has been started and new concrete structures are being added day by day. The detail of forest area in the planning area is indicated in the table below:—

Table No. 5.1

| S. No. | Name of Up-Mohal | Total area (in hect.) | Recorded forest Govt. (Hect.) | Private forest | Total | %age of forest area |
|--------|------------------|-----------------------|-------------------------------|----------------|-------|---------------------|
| 1. | Kathlag | 181 | 156 | 5 | 161 | 88.95 |
| 2. | Dalhousie Khas | 112 | 74 | 14 | 88 | 78.57 |
| 3. | Moti Tibba | 124 | 28 | 55 | 83 | 66.94 |
| 4. | Bakrota | 349 | 200 | 4 | 204 | 58.45 |
| Total | | 766 | 458 | 78 | 536 | 69.97 |

Source : Revenue Deptt. H.P.

Dalhousie has still a lot of greenery and forest cover, so it is right time to conserve the forest in order to preserve its status as a wooded tourist town. Rules and regulations are required to be framed in such a manner, so that construction may be ensured in harmony with hill architecture. The

rules & regulations should be strictly implemented by the various concerned departments in coordination with each other.

5.5 SPATIAL DISTRIBUTION OF BUILT UP AREA:—The inhabited area which is about 30% is mostly concentrated along roads at the prominent locations except in upper Bakrota where estates are larger and the forest/green cover is more or less evenly spread out. The thickly populated area are Motitibba, Sadar Bazaar and Potreyn Hill in Dalhousie Khas revenue Mohal, Lower Bakrota and area near Municipal office. The upper Bakrota is an ideal hilly area with building surrounded by beautiful green forests except a few new added concrete structures. Deep valleys are thickly forested and there are some areas where even agriculture fields are seen wide spread, these areas fall mostly in Lohali and Kathlag villages. In past there were only residential bungalows in upper Bakrota area but, in the recent years the construction related to commercial ventures like hotels, guest houses and residential apartments have started coming up, which require restrictions in order to preserve the forest and only need based residential construction on old lines should be permitted in this area.

CHAPTER-6

DEMOGRAPHIC CHARACTER

6.1 As per 2001 census, population of Dalhousie Planning Area is 7419 persons. The socio-economic analysis has been made on the basis of primary sample survey conducted on 145 questionnaires by the H.P. Town & Country Planning Department for entire planning area, 10% sample taken for demographic, socio-economic, housing and commercial aspects.

6.2 Population Growth:—The population of Dalhousie Planning Area increased from 6855 persons in 1991 to 7419 in 2001, recording the decadal growth rate of 8.23%. It is anticipated that the population of planning area at the rate of 10% during the decades 2001-2011 and 2011-2021 is likely to increase to 8160 and 8976 respectively.

Table 6.1

Growth of population in planning area

| Year | Population | %age growth rate |
|------|------------|------------------|
| 1991 | 6855 | — |
| 2001 | 7419 | 8.23 |
| 2011 | 8160 | 10 |
| 2021 | 8976 | 10 |

Source : census of India, 1991 and projectinos made by town & Country Planning Deptt. H.P.

6.3 SEX RATIO AND AGE STRUCTURE:—In Dalhousie Planning Area for every 1000 males there are 793 females and the District has 970 females per 1000 males. Out of total population, 55.76% are males and 44.26% females. It shows male selective migration to Dalhousie town for employment in tourism related activities. Whereas 9.40% population is less than 5 years old

requiring mother care, nurseries and tot lots, the 18.80% population is in the age group of 6-18 years requiring school, playgrounds, parks etc. the 64.40% population is in the age group of 19-58 years which requires facilities for higher learning like higher secondary schools, colleges, Industrial Training Institutions, professional courses like Information Technology, computer application, management, engineering & medical technology, education besides fine arts, commerce and social science. This is the age group which requires employment after approximately 25 years of age. It being population in reproductive age group has to be provided with family planning and welfare schemes to control the population. The 7% population is above 58 years, implying that most of these people may be leading a retired life or may be old age farmers/workers. For this age group old age facilities and some hobby centers, reading rooms etc. have to be provided.

Table 6.2

AGEWISE CLASSIFICATION

| Age in year | No. | %age |
|--------------|------------|---------------|
| 0 to 5 | 61 | 9.40 |
| 6 to 18 | 122 | 18.80 |
| 19 to 58 | 418 | 64.40 |
| 58 and above | 48 | 7.40 |
| Total | 649 | 100.00 |

Source : Town & Country Planning Deptt. Demographic survey 2003.

6.4 MARITAL STATUS AND LEVEL OF EDUCATION:—The married people are 48.8%, bachelors are 44.68% and 6.52% are widows/widowers. 50.55% population has obtained education up to higher secondary, college level or in technical institutions, 22.03% population has been educated up to middle school and 13.40% up to primary school level. 14.02% population has not obtained any education. The higher education by the majority of people is on account of location of old reputed schools with in the town.

Table 6.3

EDUCATION STATUS

| Education Status | No. | %age |
|------------------|------------|---------------|
| Primary | 87 | 13.40 |
| Middle | 143 | 22.03 |
| Higher | 205 | 31.59 |
| College | 119 | 18.34 |
| Technical | 4 | 0.62 |
| Uneducated | 91 | 14.02 |
| Total | 649 | 100.00 |

Source : Town & Country Planning Deptt., H.P. Demographic Survey 2003.

6.5 DISTANCE AND TRAVEL MODE FOR EDUCATION:—All the schools of Dalhousie Planning Area are located within the radius of 4 Km. from the bus stand. Major portion of

65% students walk to their schools on foot and 35% are using two wheelers, four wheelers and school buses etc.

6.6 DISTANCE AND TRAVEL MODE FOR WORK:—Around 80% work areas are located at a distance of less than 2 Kilometers and 20% work areas are located at more than 2 Kilometers distance. The 59.03% of people go to work areas on foot. 36.81% people use two and four wheelers as mode of transportation to reach their different work areas. Bus mode is used by 4.16% people.

Table 6.4

MODE USED IN WORK

| Mode | No. | %age |
|---------------|------------|---------------|
| Walking | 85 | 59.03 |
| Cycle | — | — |
| Two Wheelers | 26 | 18.06 |
| Four Wheelers | 27 | 18.75 |
| Bus | 06 | 4.16 |
| Total | 144 | 100.00 |

Source : Town & Country Planning Deptt., H.P. Demographic survey 2003.

6.7 OCCUPATIONAL STRUCTURE:—The percentage and proportion of workers in primary, secondary and tertiary sectors account for 8.24%, 2.35% and 89.41% respectively. There is dominance of workers in tertiary sector. Majority of workers in planning area are engaged in construction, hotels, schools, trade and commerce related to tourism and education and Govt. services etc.

Table 6.5
OCCUPATION

| Occupation | No. | %age |
|------------------|------------|---------------|
| Agriculture | 14 | 8.24 |
| Industry | 4 | 2.35 |
| Business/service | 152 | 89.41 |
| Total | 170 | 100.00 |

6.8 ANTICIPATED WORK FORCE IN ECONOMIC ACTIVITIES:—Dalhousie town is dominated by tertiary sector of economy as 83.20% workers are engaged in tertiary activity as per 1991 census. Participation ratio of town is 1:3. Low participation ratio can be attributed to dominance of educational institutions, wherein students are seeking education and lack of job opportunities in absence of secondary economic activities except tourism. It is anticipated that participation ratio of the town will be 33% by the year 2021 as given below.

Table 6.6
ANTICIPATED WORK FORCE IN ECONOMIC ACTIVITIES

| Description | 1991 | 2001 | 2011 | 2021 |
|---|------------------|------------------|------------------|------------------|
| Primary Sector Workers (%age of total workers) | 71 (3.35%) | 51 (2.20%) | 31 (1.20%) | 29 (1.00%) |
| Secondary Sector Workers (%age of total workers) | 284 (13.45%) | 323 (13.80%) | 379 (14.60%) | 445 (15.00%) |
| Tertiary Sector Workers (%age of total workers) | 1762 (83.20%) | 1966 (84.00%) | 2191 (84.20%) | 2488 (84.00%) |
| Total Workers | 2117 | 2340 | 2601 | 2962 |
| Total population of Planning area | 6855 | 7419 | 8160 | 8976 |
| %age of workers to the total population | 30.88% | 31.54% | 31.88% | 33.00% |

Source : Town & Country Planning Deptt., H.P. Demographic survey 2003.

6.9 FAMILY SIZE:—The family size in Dalhousie Planning Area is classified into three groups, family having less than 3 members 3 to 5 members and above 5 members. The 24.82% families have members less than 3 and 51.04% families have members between 3 to 5. However, 24.14% families have members more than 5. About 75.86% families have up to 5 members in its family. Majority of families in Dalhousie Planning Area are nuclear, out of which some have been migrated to this town for economic pursuits.

Table 6.7
FAMILY SIZE

| Family | No. | %age |
|-------------|-----|--------|
| Less than 3 | 36 | 24.82 |
| 3-5 | 74 | 51.04 |
| Above 5 | 35 | 24.14 |
| Total | 145 | 100.00 |

Source : Town & Country Planning Deptt., H.P. Demographic Survey 2003.

6.10 MIGRATION AND ITS CAUSES:—The 65.52% people are local and 34.84% migrants whereas 68% have migrated for employment 14% have moved to avail school educational facilities to their children. 18% have migrated because of miscellaneous reasons may be because of poverty prevailing in influence zone of the town. About 38% of migrants have shifted to the town within last 5 years and rest migrants before 5 years. Services, tourism and business are the main causes of immigration.

Table 6.8
LOCAL AND MIGRANTS

| Type | No. | %age |
|----------|-----|--------|
| Local | 95 | 65.52 |
| Migrants | 50 | 34.48 |
| Total | 145 | 100.00 |

Source : Town & Country Planning Deptt., H.P. Demographic Survey 2003.

6.11 HOUSE OWNERSHIP STATUS:—Out of sample of 145 houses for establishing ownership status of the families, 95 were owning houses reflecting the 65.52% and 34.48% are the tenants.

6.12 STATUS OF FAMILIES:—In Dalhousie 81.38% families have TVs 49.65% have fridges 48.27% have washing machines, 52.41% have telephones and 21.82% have heat convectors 59.31 have do not have any vehicle and 40.69% families have scooters and cars indicating that in the present day social setup automobiles like cars and scooters emerging as basic requirement of a family. Some families with agriculture base in Lohali and Kathlag have animals like cow, goat and sheep etc. A majority of families in the planning area do not own animals.

Table 6.9
VEHICLE OWNED

| Type | No. | %age |
|--------------|------------|---------------|
| Nil | 86 | 59.31 |
| Cycle | 0 | 0 |
| Scooter | 29 | 20.00 |
| Car | 30 | 20.69 |
| Total | 145 | 100.00 |

Source : Town & Country Planning Deptt., H.P. Demographic survey 2003.

CHAPTER-7 **HOUSING**

7.1 In order to prepare development plan for Dalhousie, it is essential to study in detail the requirement of housing, so that besides, meeting the existing backlog in housing, the provision of sufficient housing could be made in order to meet the demand of the future population of the town by the year 2021. From the study of the trend of the physical expansion of the town, it is clear that in Dalhousie, bus stand, Motitibba, Potreyn Hill, Sadar Bazar, Upper Court Road, G.P.O., Subhash Chowk, DPS School, Hill Top School and middle Bakrota areas have experienced housing activities on the flatter chunks of land enjoying better sunshine.

7.2 HOUSE HOLD AND HOUSES:—According to 1991 census, there were 1443 houses for 1443 households, meaning thereby one house for one household.

Table 7.1
WARD WISE DISTRIBUTION OF HOUSES AND HOUSEHOLDS AS PER 1991 CENSUS

| S.no | Name of ward | No. of occupied residential houses | No. of households | Total Population including institutional and houseless population | Occupancy rate | Density of Population Per hactare |
|------|------------------------|------------------------------------|-------------------|---|----------------|-----------------------------------|
| 1. | Bakrota | 343 | 343 | 2363 | 6.89 | 17.50 |
| 2. | Lohali | 131 | 131 | 554 | 4.29 | 6.15 |
| 3. | GPO | 125 | 125 | 499 | 3.99 | 5.25 |
| 4. | Hindu Lane Sadar Bazar | 190 | 190 | 684 | 3.60 | 17.1 |

| | | | | | | |
|-------|-------------------|------|------|------|------|-------|
| 5. | Upper Sadar Bazar | 89 | 89 | 325 | 3.65 | 3.42 |
| 6. | Kathlag | 152 | 152 | 604 | 3.97 | 3.35 |
| 7. | Convent | 80 | 80 | 611 | 7.64 | 12.22 |
| 8. | Moti-tibba | 177 | 177 | 737 | 4.16 | 20.40 |
| 9. | Dalhousie Khas | 156 | 156 | 478 | 3.06 | 12.92 |
| Total | | 1443 | 1443 | 6855 | 4.75 | 9.04 |

Source: Census of India, 1991.

From the above table, it is clear that density of population 9.04 persons per hectare. The maximum density of population is in Moti-tibba i.e. 20.40 and minimum 3.35 per hectare in Kathlag ward.

7.3 HOUSING STATUS:—The 19.31% families have less than 100 sqm as plot area. Families having plot area of 101-250 sqm accounts for 40.69% of total families. Rest 40% families are having the plot size bigger than 250 sqm., which indicates towards the tourist status of the town.

Table 7.2

PLOT AREA

| Area(in sqm) | No. | %age |
|----------------|-----|--------|
| 0-100 | 28 | 19.31 |
| 101-250 | 59 | 40.69 |
| 251-500 | 45 | 31.03 |
| 500 & above | 13 | 8.97 |
| Total | 145 | 100.00 |

Source: Town & Country Planning Deptt., H.P. Housing Survey, 2003.

The 22.76% houses have less than 50% covered area and around 77.24% houses have more than 50% covered area. The tendency of having higher covered area may be attributed to increasing land and rental values on account of scarcity of developable land.

Table 7.3

COVERED AREA

| Percentage of plot area | No. | %age |
|-------------------------|-----|--------|
| Less than 50 | 33 | 22.76 |
| 51-75 | 46 | 31.72 |
| 75 & above | 66 | 45.52 |
| Total | 145 | 100.00 |

Source: Town & Country Planning Deptt., H.P. Housing Survey, 2003.

The 60% houses have been constructed during the last 30 years, which shows the increasing popularity of the town. The 40% houses are however more than 30 years old. Sadar Bazar is the thickly populated area having 3 storey old, row houses constructed during British period with well planned pedestrian lanes.

Table 7.4
YEAR OF CONSTRUCTION

| Year | No. | %age |
|------------|-----|--------|
| 0-5 | 1 | 0.69 |
| 5-10 | 19 | 13.10 |
| 10-30 | 67 | 46.21 |
| 30 & above | 58 | 40.00 |
| Total | 145 | 100.00 |

Source: Town & Country Planning Deptt., H.P. Housing Survey, 2003.

Whereas, 94.48% houses have 3 storeys, only 5.52% have more than three storeys. The 85.52% houses have two or more rooms and only 14.48% houses have single room. The 17.24% houses are without bathrooms. About 40.69% houses have one bathroom and 42.07% have more than one bathroom.

Table 7.5
NUMBER OF STOREYS

| Floors | No. | %age |
|--------|-----|--------|
| G | 39 | 26.90 |
| G+1 | 74 | 51.03 |
| G+2 | 24 | 16.55 |
| G+3 | 7 | 4.83 |
| G+4 | 1 | 0.69 |
| Total | 145 | 100.00 |

Source: Town & Country Planning Deptt., H.P. Housing Survey, 2003.

Table 7.6
NUMBER OF ROOMS

| No. of Rooms | No. | % age |
|--------------|-----|--------|
| 1 | 21 | 14.48 |
| 2 | 26 | 17.93 |
| 3 | 24 | 16.55 |
| 4 | 26 | 17.93 |
| 5 | 15 | 10.35 |
| More than 5 | 33 | 22.76 |
| Total | 145 | 100.00 |

Source: Town & Country Planning Deptt., H.P. Housing Survey, 2003.

Table 7.7
NUMBER OF BATHROOMS

| No. of Bathrooms | No. | %age |
|------------------|------------|---------------|
| Nil | 25 | 17.24 |
| 1 | 59 | 40.69 |
| 2 | 39 | 26.90 |
| More than 2 | 22 | 15.75 |
| Total | 145 | 100.00 |

Source: Town & Country Planning Deptt., H.P. Housing Survey, 2003.

There is no sewerage system existing in the town. 48.27% houses have dry latrines and 51.73% have flush latrines. At present, night soil from dry latrines is being disposed off in the depressions and open Nallahs. Sewage from the flush latrines is being disposed off in open drains/nallahs in majority of the cases and a few have septic tanks. It is required to develop a sewerage system in the town to meet the problem of the sewage disposal.

Table 7.8
TYPE OF LATRINE

| Type of latrine | No. | %age |
|-----------------|------------|---------------|
| Dry | 70 | 48.27 |
| Flush | 75 | 51.73 |
| Total | 145 | 100.00 |

Source: Town & Country Planning Deptt., H.P. Housing Survey, 2003.

Whereas 42.76% houses have public water supply, 57.24% are however dependent either on the nearby municipal water taps or are using water of bouldies and nallahs. Studies reveal that 70% houses have water storage facility within plot area.

Table 7.9
WATER SUPPLY

| Type of latrine | No. | %age |
|-----------------|------------|---------------|
| Public | 62 | 42.76 |
| Private | 83 | 57.24 |
| Total | 145 | 100.00 |

Source: Town & Country Planning Deptt., H.P. Housing Survey, 2003.

7.4 SOLID WASTE:—The 55.86%houses have dustbins for solid waste disposal. The remaining households are throwing their rubbish either on streets or in nearby areas. Whereas 32.42% houses generate garbage 0 to 1.00 kgs. each per day and 67.58% houses have generation of garbage

above 1.00 kgs each per day. There is an urgent need to identify suitable points for solid waste disposal.

Table 7.10

SOLID WASTE DISPOSAL

| Source | No. | %age |
|--------------|------------|---------------|
| Dustbins | 81 | 55.86 |
| Street | 7 | 4.83 |
| Any other | 57 | 39.31 |
| Total | 145 | 100.00 |

Source: Town & Country Planning Deptt., H.P. Housing Survey, 2003.

Table 7.11

QUANTITY OF GARBAGE

| Quantity of Garbage (in Kgs) | No. | %age |
|---------------------------------|------------|--------------|
| Up to 0.50 | 13 | 8.97 |
| 0.50 to 1.0 | 34 | 23.45 |
| 1.0 & above | 98 | 67.58 |
| Total | 145 | 100.0 |

Source: Town & Country Planning Deptt., H.P. Housing Survey, 2003.

7.5 CONDITION OF HOUSES:—About 7.58% houses have poor condition, about 55.18% have moderate and 37.24% have good condition. Houses with good building condition are primarily in the shape of hotels. Houses of businessmen and owners of the hotel have also good condition. Most of the bad condition houses are in Sadar Bazar area.

Table 7.12

CONDITION OF HOUSES

| Condition | No. | %age |
|--------------|------------|--------------|
| Bad | 11 | 7.58 |
| Moderate | 80 | 55.18 |
| Good | 54 | 37.24 |
| Total | 145 | 100.0 |

Source: Town & Country Planning Deptt., H.P. Housing Survey, 2003.

7.6 ANTICIPATION:—At the rate of existing average family size of 4.75, there are 1443 families residing in the Dalhousie Planning Area as per 1991 census. It is anticipated that by assuming 5 persons/ family by the year 2021, there will be 1795 families. Thus, there will be 352

additional families to be accommodated in residential area. As the planning area has 54.51 hectares residential area, residential density of the town is 136 persons per hectare. Taking average density of 100 persons per hectare, 3.52 hectare of residential area is likely to be required. There is 87.09 hectare developable land in the planning area for mixed land use of predominant land use basis, hence the requirement of the housing shall be met out within this land.

CHAPTER-8

TARDE OF COMMERCE

8.1 Status of Shops.—Dalhousie town is vibrating with ever increasing trade and commercial activity mainly based on tourism and educational institutions. Besides, catering for the tourists and boarding schools, it also caters for the surrounding areas with respect to their day to day needs. There are 244 shops in the town, out of which 234 are retail shops and 10 wholesale. 26.64% shops are located in bus stand area, 7.38% in Subhash Chowk area, 6.15% on court road, 11.06% in Sadar Bazar, 47.13% in G.P.O. Chowk and 1.63% in up Mohal Bakrota. Main commercial areas of the town are around G.P.O. Chowk and in and around bus-stand area, where the majority of shops and hotel activities are concentrated besides Sadar Bazar which is mainly residential area coupled with commercial activities. As the commercial activities are of mixed nature, hence there is no clear cut hierarchy in respect of specialised nature of business. As far as wholesale commercial activity is concerned, in absence of economic base and being a hilly tourist town the so called commercial activity related to grocery items, confectionary, hardware, cement etc. are in scattered form.

8.2 20% commercial survey conducted by the Town & Country Planning Department in 2003 shows that most of the shops are retail nature, however 4.08% are of wholesale dealing with grocery, confectionary, hardware, cement etc.

Table 8.1
Type of shops

| Type | No. | %age |
|----------------|-----------|---------------|
| Retail | 43 | 87.76 |
| Wholesale | 2 | 4.08 |
| Service | 1 | 2.04 |
| Any other | 3 | 6.12 |
| Total:- | 49 | 100.00 |

Source:— Town and Country Planning Department commercial Survey, 2003

There is no seasonal shop. The percentage of restaurants is 57.14 which is the requirement of town for catering the tourists.

Table 8.2
Special shops

| Type of Shops | No. | %age |
|---------------|-----------|---------------|
| Halwai | 1 | 7.14 |
| Tea stall | 3 | 21.42 |
| Dhaba | 1 | 7.14 |
| Restraurant | 8 | 57.14 |
| Office | 1 | 7.14 |
| Total | 14 | 100.00 |

Source:—Town and Country Planning Department commercial Survey, 2003

Food, Fruit and vegetable shops account for 36.07 %. General 29.26% and cloth 19.51%.

Table -8.3
Items sold

| Item sold | No. | %age |
|----------------|-----------|---------------|
| General | 12 | 29.26 |
| Food | 11 | 26.83 |
| Fruits | 2 | 4.88 |
| Vegetables | 2 | 4.88 |
| Clothing | 8 | 19.51 |
| Chemist | 3 | 7.32 |
| Furniture | 1 | 2.44 |
| Jewelry | 2 | 4.88 |
| Total:- | 41 | 100.00 |

Source:— Town and Country Planning Department commercial Survey, 2003

During the last 10 years only approximately 30.61% shops have come up. Rest 69.39% shops have been established before 10 years. Slow development in commercial activity is due to considerable decrease in tourist population in off season, migration of most of the inhabitants of the town to the plain areas and closure of schools in winter season.

Table 8.4
Year of Establishment

| Year | No. | %age |
|----------------|-----------|---------------|
| Less than 5 | 7 | 14.28 |
| 5-10 | 8 | 16.33 |
| 11-20 | 15 | 30.61 |
| 21 and above | 19 | 38.78 |
| Total:- | 49 | 100.00 |

Source:- Town and Country Planning Department commercial Survey, 2003

Whereas 22.45 shops get customers less than 25 per day in tourist season and 77.55% shops have more than 25 customers per day in the season.

Table 8.5:
Customer visited (Tourist Season)

| Customer Visited | No. of Shops | %age |
|------------------|--------------|---------------|
| Less than 25 | 11 | 22.45 |
| 26 to 50 | 6 | 12.24 |
| 51 to 100 | 12 | 24.49 |
| 101-500 | 20 | 40.82 |
| Total:- | 49 | 100.00 |

Source:— Town and Country Planning Department commercial Survey, 2003

8.3 PHYSICAL ASPECTS OF SHOPS:—The 57.14% shops have area less than 25 sqm. and 30.62% shops are in the range of 26-50 sqm. Only 12.24% shops are in the range of above 51 sqm.

Table 8.6
Shops Size

| Shops Size (in sqm.) | No. | %age |
|----------------------|-----------|---------------|
| Less than | 28 | 57.14 |
| 26 to 50 | 15 | 30.62 |
| 51 to 100 | 3 | 6.12 |
| 101-500 | 1 | 2.04 |
| 500 and above | 2 | 4.08 |
| Total:- | 49 | 100.00 |

Source:— Town and country planning Department commercial survey, 2003

Whereas 89.80% shops have only ground floor and 10.20% have two storeys.

Table 8.7
Shops Height

| No. of storeys | No. | %age |
|----------------|-----------|---------------|
| Basement | Nil | - |
| Ground | 44 | 89.80 |
| G+1 | 5 | 10.20 |
| G+2 | - | - |
| G+3 | - | - |
| Total | 49 | 100.00 |

Source:— Town and Country Planning Department Commercial Survey, 2003

The 44.90% shopkeepers have not made any extension to their original plan, whereas 55.10% have done it.

Table 8.8
Shop Extension

| Length in feet | No. | %age |
|----------------|-----------|---------------|
| Nil | 22 | 44.90 |
| 1 | 8 | 16.33 |
| 2 | 10 | 20.41 |
| 3 | 4 | 8.16 |
| 5 | 3 | 6.12 |
| 10 | 2 | 4.08 |
| Total:- | 49 | 100.00 |

Source:— Town and Country Planning Department Commercial Survey, 2003

8.4 ATTACHED FACILITIES AND UTILITIES.—The 51.02% shopkeepers don't have vehicles. Most of the shopkeepers owning vehicles have two wheelers like scooters or motorcycles.

Table 8.9

| Vehicle Owned | No. | %age |
|-----------------|-----------|---------------|
| Without vehicle | 25 | 51.02 |
| Two wheelers | 20 | 40.82 |
| Four wheelers | 1 | 2.04 |
| Heavy vehicle | - | - |
| Light vehicle | 3 | 6.12 |
| Total:- | 49 | 100.00 |

Source:— Town and Country Planning Department Commercial Survey, 2003

About 64% vehicles are parked on the streets reducing the effective width of road thereby effecting the movement of traffic on the roads. Most of the shops are not planned. The 80% shops have telephone facility. Most of the shops don't have attached toilet facility.

Table 8.10
Parking of vehicles

| Parking | No. | %age |
|----------------|-----------|---------------|
| On street | 16 | 64.00 |
| Off street | 9 | 36.00 |
| Total:- | 25 | 100.00 |

Source:— Town and Country Planning Department Commercial Survey, 2003

The 51.02% shopkeepers dispose solid waste water near disposal point and 20.41% in open drains. This solid waste during rain chokes the drains. Proper management of solid waste is essential; hence town needs solid waste management system.

Table 8.11
Waste disposal

| Waste disposal | No. | %age |
|----------------|-----------|---------------|
| Near disposal | 25 | 51.02 |
| Out side drain | 10 | 20.41 |
| Own collected | 11 | 22.45 |
| Any other | 3 | 6.12 |
| Total:- | 49 | 100.00 |

Source:— Town and Country Planning Department Commercial Survey, 2003

Just 26.53% shopkeepers feel that there is problem of parking. In fact, most of the shopkeepers feel that there is no problem. 70% of shopkeepers prefer to stay at the original site for the commercial transactions and are not willing to shift their place of business.

Table 8.12.
Problem faced

| Problem | No. | %age |
|-----------------|-----------|---------------|
| Nil | 28 | 57.14 |
| Parking | 13 | 26.53 |
| Size | 3 | 6.12 |
| Storage | 2 | 4.09 |
| Public Lavatory | 3 | 6.12 |
| Any other | - | - |
| Total:- | 49 | 100.00 |

Source:— Town and Country Planning Department Commercial Survey, 2003

8.5 ANTICIPATION:—By assessing the data of commercial activity, it has been observed that the town is efficiently serving its local population including floating population. It has been assessed that there is one shop after 30 persons against the general norm of 1 shop for every 100 persons. For the projected population of 8916 person by the year 2021, 90 shops are required as per the norms and standards, whereas 244 shops are existing in the planning area. Majority of which has been constructed more than 10 years ago and there is less tendency of construction of new shops in the town. Most of the shops are single storeyed. Majority of shops are related to confectionery and food catering the tourist population. So there is need to develop infrastructure like parking spaces, toilets, urinal points etc. in absence of which most of vehicles are being parked in the roads/streets, reducing the effect width of roads/streets resulting in traffic bottlenecks.

CHAPTER-9

TOURISM AND INDUSTRY

Dalhousie town is a popular and attractive tourist destination of Himachal Pradesh due to its scenerity, refreshing air and enchanting scenery. A number of picturesque walks run through the oak and pine forests in the town and offer excellent view of Ravi valley. It is thickly wooded with stately pines and oaks and has lovely picnic spots all around. Due to the disturbance in the neighboring states, the importance of tourist towns of Himachal Pradesh including Dalhousie has increased and as a result it has emerged as favourite tourist resort. During peak season more than 650 tourists visit the town in a day.

9.1 TOURISM

9.1.1 Tourist attractions:

The tourist attractions available in and around Dalhousie can be classified into three categories, namely:—

- (1) Natural Attractions
- (2) Built-in Heritage Attractions
- (3) Institutional Attractions

1. Natural Attractions :

1.1 Dalhousie provides **scenic beauty** of the Pir Panjal mountain ranges, along with its peaks covered with snow and plains of Punjab and extensive view of lower hills. Besides this, the greenery of forests and pleasing undulations of the ground create lot of enjoyment and rhythm while moving in and around Dalhousie.

1.2 **Punjpulla** is a picturesque spot with a natural tank and water flowing under small bridges from which the place takes its names.

1.3 The fascinating and bewitching **Bakrota hills** offer brisk walk around the hills besides a grand view of snow clad peaks.

1.4 Two **Mall roads** of Dalhousie for pedestrian walk to the tourists and locals are also point of natural attraction besides Subhash Chowk and GPO Chowk.

1.5 **Kalatops** commands a beautiful and grand panoramic view of the surrounding landscape.

1.6 **Jandrigat**, palace of the rulers of erstwhile Chamba State, surrounded by tall pine trees is a site worth visiting.

2. **Built-in Heritage Attractions** :—In this category, the area has the following attraction:—

2.1 Sardar Ajit Singh Samadhi:—Sardar Ajit Singh, a great freedom fighter, uncle of martyr Bhagat Singh, breathed his last in Dalhousie. At Punjpulla, a 'samark' has been erected in his memory.

2.2 Kynance Building:—Kynance is a private residential building which acquires historical significance for the fact that Neta Ji Subhash Chander Bose, stayed here for a period of 7 months in 1937. Kynance is merely 50 mtrs. From GPO. It lies hidden in the dense forest from the eye of public below the Satdhara road.

2.3 Subhash Baoli:—Approximately 1.00 km. from GPO, is a charming natural spot called Subhash Baoli. This place is known after Neta Ji Subhash Chander Bose who during his 7 months sojourns in Dalhousie in 1937 is believed to have spend most of his days by the side of this water body, meditating in the dense wood of cedar and deodar and meeting his party workers. This place lies on the GPO-JandriGhat road.

2.4 Cemetery:—This cemetery known as Baloon cemetery lies approximately 300 mtrs. Away from the bus stand. Although cemetery lies in a state of neglect, still a number of foreigners whose forefathers lie buried in this cemetery visit this place to pay homage to them.

2.5 It is known for its **church buildings** erected by the British. These are St. Johns Church(1853), St. Franchi's Church(1894), St. Ansrew's Church(1903) and St. Patrick's Church(1909).

2.6 Laxmi Narayan Temple :—More than 150 years old temple dedicated to Lord Vishnu, is located in Sadar Bazar approximately 200 mt. from Subhash Chock.

2.7 Radha Swami Satsang Bhawan and Hospital :— Satsang Bhawan in Dalhousie is situated near Moti Tibba 300 mt. from Gandhi Chowk (GPO). In recent times many people from the nearby villages of the Dalhousie have embraced the Radha Swami Sect.

2.8 Dakshina Murti:—Dakshina Murti, a yoga institution located 200 mt. away from the Subhash Chock above the mall road known as Garam Sarak.

2.9 Norwood Paramdham:—Norwood is a beautiful house situated on the east of the Bakrota Hill, approximately 5 km. From the Gandhi Chowk on the Bakrota Mall. The house is surrounded by a thick forest of Deodars. During 1925 young Yogi Swami Satyanand come to Dalhosie and stayed in this house. Here, he meditated and got enlightenment of God.

2.10 Bara Pathar:—4 Km. From GPO Dalhousie on way to Kala Top is a village of Alha where there is a small open temple of Bulwani Mata.

3. Institutional Attractions :—Dalhousie Public School, Sacred Heart, Dalhousie Hill Top Public School, Radha Swami Satsang Bhawan and Hospital, Dakshina Murti Yoga Institution, Norwood Paramdham, Shivkul Ashram are Institution attractions of Dalhousie.

9.1.2 Tourist Nodes:—The tourist nodes around Dalhousie are as under:—

1. Khajjar :—23 Km. from Dalhousie by the road and 13 km. from Kalatop, a picturesque spot with an emerald saucer shaped meadow, set amidst a dense deodar forest, it has a lake at its

enter with a floating island, a forest rest house, a little temple with a golden spire and a golf course. Khajjiar is also known as Mini Switzerland of India.

2. **Chamba:**—Chamba is the headquarter of the district and was also capital of erstwhile state. The town is situated at 996 meters above the mean sea level on the bank of river Ravi. Founded in 920 A.D. by Raja Sahil Verman, the town still has a medieval feel about it. Isolated by high mountains in its beautiful valley, Chamba has developed over the centuries, its rich style of Pahari art and Architecture. Much of this heritage has been preserved and Chamba is known today for the splendour of its temples. The famous temples of Chamba town are Rani-Suhi temple, Laxmi Narayan temple, Hari Rai temple, Chamunda Devi temple, and Bhuri Singh museum which has collection of exquisite miniatures from the Kangra, Basoli and Chamba schools of paintings as well as murals and artifacts from Rang Mahal palace, chowgans a grassy meadows from the heart of town, the centre of its cultural activities.

3. **Katasan Devi temple:**—A popular place of pilgrimage, the temple has a beautiful view of Chamba valley. It is located at a distance of 30 kms. from Chamba town.

4. **Bhalai Mata Temple:**—A popular place of pilgrimage, is situated at a distance of 40 km. from Chamba on Chamba-Salooni road on hill top, from where one can have panoramic view of Maha Kali lake (Chamera-I Reservoir) which on the confluence of River Ravi, Baira and Suil River.

5. **Jhumhar:**—Located at a distance of 10 km. from Chamba town. Jhumhar is known for its beautiful apples orchards, surrounded by dense forests.

6. **Saho:**—Situated on a high plateau, Saho is famous for the temple of lord Chandershekhar-lord Shiva with his moon crow. The temple is located on the bank of river Sal at a distance of 20 km. from Chamba town.

7. **Bharmour:**—It is headquarter of Bharmour Tehsil, 65 km. from Chamba is a base for the famed ManiMahesh yatra and for various marvelous treks in the region. It is located at an altitude of 2195 meters from the mean sea level. Life in Bharmour centers around the temple square the Chaurasi which owes its name to the 84 shrines built with its periphery.

8. **Mani Mahesh:**—It is an important place for pilgrimage located at a distance of 35 km. from Bharmour and 100 km. from Chamba town. The towering, solitary peak of Manimahesh Kailash mirrored in the still water of a little lake in its foot step presents an awe-inspiring stark grandeur. People from Himachal Pradesh and adjoining state visit Manimahesh in the month of August/September for the Manimahesh Pilgrimage Yatra.

9.1.3 **Tourist Accommodation and facility:**—In, Dalhousie there are 10 government tourist accommodation in the form of Hotels and Rest Houses. About 70 hotels, Guest houses, 15 other types of private owned tourist accommodations like Dharamshalas, Rada swami Satasangh, Asharams, School rest houses etc. are also existing. These are located in various locations like around bus stand G.P.O., Church Baloon road, Subhash Chowk, Potryen Road, Khajjiar and Satdhara road. There are total 962 rooms and 1991 beds in different tourist's accommodations in Dalhousie town alone as compared to total 1151 rooms and 2566 beds in the entire Chamba Distt. In the Year 2001, total 1,09,578 tourists visited Dalhousie as compared to the total of 401809 in Distt. Chamba, which is 27.27% of the total of Distt. Chamba inflow.

58% Hotels and Guest houses are without parking facility causing on street parking of vehicles where 42% have parking facility which is also not adequate and is below Parking norms and standard. Almost, all the tourists accommodation don't have other facilities like indoor games, culture facilities, shopping, laundry and banking. These places provide for accommodation only. About 10% establishments have arrangements for conducting tours to surrounding tourist locations. 100% Hotels guest rooms have made their town arrangements for disposal of sewerage in shape of septic tanks. As there is no sewage system in the town and the garbage disposal in through Nagar Parishad Dalhousie, there is scarcity of water and majority of hotels have their own storage tanks for water. Majority of places of tourist accommodation have telephone and T.V.connections. Survey and studies reveal that out of the total hotels 46% hotels are equipped with cable T.V. and telephone in rooms, 16% have space for car parking, 16% have restaurant / bars. 4% rooms have music, 1% internet facility, 8% lawn/ garden, 7% conference Hall, 1% health club and 1% have massage parlor.

All survey and studies related to tourist accommodation reveal that the facilities are neither adequate nor of good quality. Special attention needs to be paid for providing eco-friendly tourist accommodations and facilities, adequate in quantity and good quality in order to satisfy the tourists. On one hand and save the environment on the other.

9.1.4 TOURIST TREND:—Dalhousie is a recognized tourist center as per the tourist map of Himachal Pradesh. From the last few years, the town is experiencing a gradual increase inflow of tourists with different kinds and their various kinds of requirements. As a result becoming unable to cope up and coordinate with the situation. From the study of number of inflow of tourists in the last 11 years given in table No. 9.1, it is clear that the decadal growth rate of tourists is 94.26% as tourists flow increased from the 56,409 in the year 1991 to 1,09,578 in the year 2001.

Table 9.1

Year wise Tourist flow in Dalhousie(1991-2001)

| Year | Indian | Foreigner | Total | Annual Increased | |
|------|----------|-----------|----------|------------------|--------|
| | | | | No. | %age |
| 1991 | 56,324 | 85 | 56,409 | — | — |
| 1992 | 88,030 | 177 | 88,207 | 31,618 | 56.37 |
| 1993 | 58,820 | 17 | 58,837 | 29,370 | -33.30 |
| 1994 | 1,05,356 | 216 | 1,05,572 | 46,735 | 79.43 |
| 1995 | 92,012 | 254 | 92,266 | 13,306 | -12.60 |
| 1996 | 1,15,694 | 580 | 1,16,274 | 24,008 | 26.02 |
| 1997 | 1,06,556 | 583 | 1,07,139 | 9135 | -7.86 |
| 1998 | 1,15,361 | 894 | 1,16,255 | 9116 | 8.51 |
| 1999 | 1,03,383 | 705 | 1,04,088 | -12,167 | -10.47 |
| 2000 | 1,07,866 | 834 | 1,08,700 | 4612 | 4.43 |
| 2001 | 1,08,952 | 626 | 1,09,578 | 878 | 0.81 |

Source:— Tourism Deptt. H.P.

The increase in tourist inflow on the one hand generated source of income and the employment opportunities for the people of the town but on the other, has put tremendous pressure on the existing physical infrastructure of the town. As a result, town has experienced haphazard development and indiscriminate felling of trees in the recent years, which has lead to deterioration of tourist spots, sight seeing points and environment, ultimately threatening available tourist resource base.

From the study of the month wise arrival of the tourists in 2001 A.D. given in the table No. 9.2 it is observed that this tourist town is changing from seasonal tourist town to full year tourist town in terms of tourist's activities. The peak tourist months are May, June, July and November, December, January in which the percentage of the tourist to the total yearly tourist population is 50.75% and 20.32% respectively. Peak tourist months of second order are August, September and October in which 17.32% tourist visit the town and 11.61% tourist flow is experienced in the month of February, March and April.

Table 9.2
Monthly Arrivals of Tourists in Dalhousie in the year 2001

| Months | No. of tourists | %age |
|---------------|-----------------|---------------|
| January | 6131 | 5.59 |
| February | 3259 | 2.98 |
| March | 3765 | 3.44 |
| April | 5687 | 5.19 |
| May | 16669 | 15.21 |
| June | 19651 | 17.93 |
| July | 19299 | 17.61 |
| August | 8748 | 7.98 |
| September | 6566 | 5.99 |
| October | 3668 | 3.35 |
| November | 7598 | 6.94 |
| December | 8537 | 7.79 |
| Total: | 109578 | 100.00 |

Source:— Tourism Deptt. H.P.

From the primary survey related to the flow of the tourists it is concluded that out of 100 tourists the %age of tourists inflow from Himachal's neighboring states and rest of states of India account for 5%, 63% and 32% respectively. The study of expenditure pattern of the tourists shows that out of total expenditure 50% on accommodation, 21% on food, 19% on transport, 22% on local shopping and 10.20% on other items is spent. The study of purposes of visiting the town by the tourists, it concluded that 76% visit for recreation, 10% for business, 8% for social and 6% for other purposes. From the age wise distribution of tourists study it is assessed the 26% tourists fall in the age group 0-20, 44% in 21-35 years, 22% in 36-50 and 8% is in 51 and above age group. From study of duration of stay of tourists in Dalhousie, it is found that 44% tourists stay for one day, 40% stay for two days and 12% stay for 3 days and 4% stay for more than 3 days. The reason for majority of tourists saying for 1 to 2 days due to easy accessibility and nearness to the planes of Punjab & Jammu, the tourist from where come on weekends to spend holidays. The parents of pupils of

boarding schools also come to meet their wards. Lack of tourists infrastructure and inadequate tourists attractions points. The tourists who stay in Dalhousie for two or more days make the Dalhousie as their base station and visit surrounding tourist points like KalaTop, Khajjiar, Chamba, Bhalai Mata Jhumhar etc.

9.1.5 ANTICIPATION:—Dalhousie has become the tourist station attracting the tourists throughout the year whereas the major flow of the tourists to the town is confined to 3–4 months which is tremendous by pressuring the existing community facilities and utilities. Before anticipating the pattern of tourism it is imperative to clear the existing backlog of basic needs of the tourists and besides this there is necessity to develop the tourist attraction points and sites as tourist complexes. The decadal growth in rate of tourists during 1991–2001 is 94.26% assuming the 50% decadal tourists growth rate for the 2011 & 2021 the anticipated tourist population shall be 1,64,367 and 2,46,550 respectively. At present, 6.15 hectare area is covered under tourism activities. The area requirements for tourism shall be met in 87.09 hectare developable land on predominant land use basis.

9.2 INDUSTRIAL :

9.2.1 INDUSTRIAL ACTIVITY :—At present there is a Tibetan handicraft center, manufacturing Tibetan traditional carpets and few other service industries to meet the day to day needs of the people of the town and that of surrounding areas, are existing the service industries are related to, flour mill (Atta Chakki), Tailoring, and stitching, saw mills etc. There are 20 such units. The total employment in these including Tibetan Handicraft center is 115. The industrial activity of the tourist of varying low order. However the town and its surrounding area have potential for manufacturing of woolen shalls and blankets, Chamba rumals, Chamba Chapples and wood charring products besides seasonal forest based products. From the market point of view, being a tourist town, there is good potential for consumption of consumer based products.

9.2.2 It is anticipated that % of workers in household industry is likely to increase from present 284% to 445% of the total workforce by year 2001. Thus number of workers is to increase from 2117 to 2962 by 2021. The area requirement for industry shall be met in 87.09 hectare developable land on predominant landuse basis.

CHAPTER-10

FACILITIES AND SERVICES

10.1 EDUCATIONAL FACILITIES:—Dalhousie Planning Area has 2 Government Senior Secondary Schools, 4 Private High schools and 4 Primary schools. All of them are located in the town. Besides meeting the requirement of local population of the town the surrounding population, these educational institutions also serve the population of all over India and NRI's. These private schools are Sacred Heart School (Established in 1901), Dalhousie Public School (1970), Dalhousie Hill top School (1979), and Guru Nanak Public School (2000) beside Central School for Tibetans (1963) which is established with Central Government assistance to provide educational facility to the Tibetans with boarding facilities. These have students intake of about 600, 1000, 325,

250 and 430 respectively. 80% of the students of these schools are staying at hostels and 20% are day scholars. These schools are well-equipped with accommodations, space for playground and other attached facilities.

There is no college within the Planning Area. However, one private co-educational D.A.V. college is there at Banikhet which is at a distance of 6 Kilometers from Dalhousie and has intake of 800.

10.2 Medical Facilities :—Dalhousie Planning Area has one Government hospital with 25 beds, one private hospital with 10 beds, one private nursing home with 15 beds, Government Allopathic, 1 private Allopathic, 1 private Ayurvedic, 1 Government Ayurvedic dispensary and 2 private clinics are located in the town, which serve the local population of the town. These clinics have diagnostic facilities like X-ray and Ultrasound only. The Arpana Trust Hospital at Bakrota is providing all sorts of medical services and facilities for the people of the town as well as to the surrounding population by organizing medical camps from time to time and providing specialized medical services by inviting the expert doctors of various fields. There is also one veterinary hospital at Dalhousie. It serves the population of the Lohali and Kathlag area.

10.3 Other Facilities :—There are 4 banks in the town, located in Sadar Bazar, Gandhi Chowk (GPO), Bus stand and near S.D.M. office. One post and telegraphic office at G.P.O., one sub-post office at Sadar Bazar, 1 telephone exchange with 2000 connections facility, 1 Police station at Court road and one police post at Sadar Bazar, 1 fire station in Cantt area, 1 LIC office, 1 Gas agency at court road, 1 Community Hall, 1 Circuit house, 4 Rest Houses, 1 Club, 1 Park, 1 Cinema Hall, 1 Library, 1 Reading room are the existing in the town.

10.4 Area requirement for various community facilities has been worked out on the basis of norms and standards as given below :—

Table: 10.1
Requirement for area for facilities in 2021

| S.No. | Facility | Standard of Pop./unit | Future requirement (No.) | Area per unit | Total requirement | Existing area | Additional requirement |
|-------|-------------------------|-----------------------|--------------------------|---------------|-------------------|---------------|------------------------|
| 1. | Degree College | Regional level | — | 3.00 | — | — | — |
| 2. | B.Ed. College | Regional level | — | 1.00 | — | — | — |
| 3. | Polytechnic | Regional level | — | 2.0 | — | — | — |
| 4. | J.B.T. school | Regional level | — | 1.75 | — | — | — |
| 5. | I.T.I | Regional level | — | 1.00 | — | — | — |
| 6. | Senior Secondary School | 10,000-15,000 | 2 | 3.00 | 1.50 | 5.80 | — |
| 7. | High School | 5000-6000 | 4 | 1.00 | 4.00 | 14.00 | — |

| S.No. | Facility | Standard of Pop./unit | Future requirement (No.) | Area per unit | Total requirement | Existing area | Additional requirement |
|-------|----------------------|-----------------------|--------------------------|---------------|-------------------|---------------|------------------------|
| 8. | Primary School | 2000-5000 | 4 | 0.40 | 1.60 | 0.08 | 1.52 |
| 9. | Nursery School | Two in each sector | 8 | 0.10 | 0.80 | — | 0.80 |
| 10. | Allopathic Hospital | Regional | 1 | 2.50 | 2.50 | 1.50 | 1.00 |
| 11. | Veterinary Hospital | Regional | 1 | 1.00 | 1.00 | 0.14 | 0.86 |
| 12. | Sectoral Park | Sectoral level | 4 | 0.40 | 1.60 | 0.55 | 1.50 |
| 13. | Local Park | Cluster level | 8 | 0.10 | 0.80 | — | 0.80 |
| 14. | Cinema | 8000-10,000 | 1 | 0.20 | 0.20 | 0.20 | — |
| 15. | Library | Regional level | 1 | 0.40 | 0.40 | 0.02 | 0.38 |
| 16. | Reading Room | Sector level | 4 | 0.01 | 0.04 | — | 0.04 |
| 17. | Community Hall | Sector level | 4 | 0.10 | 0.40 | — | 0.40 |
| 18. | Auditorium | Town Level | 1 | 0.30 | 0.30 | — | 0.30 |
| 19. | Stadium | Town Level | — | — | — | — | — |
| 20. | Club | One for two sectors | — | 0.04 | 0.08 | 1.35 | — |
| 21. | Museum | Regional level | — | — | — | — | — |
| 22. | Swimming Pool | Town level | 1 | 0.40 | 0.40 | — | 0.40 |
| 24. | Sub-post office | Sector level | 4 | 0.01 | 0.04 | — | 0.04 |
| 25. | Telephone Exchange | Town level | 1 | 0.10 | 0.10 | 0.85 | — |
| 26. | Electric sub-station | One for two sectors | 2 | 0.10 | 0.20 | 0.20 | — |
| 27. | Police station | Town level | 1 | 0.40 | 0.40 | 1.00 | — |
| 28. | Police Post | Sector level | 4 | 0.20 | 0.80 | 0.005 | 0.79 |

| S.No. | Facility | Standard of Pop./unit | Future requirement (No.) | Area per unit | Total requirement | Existing area | Additional requirement |
|--------------|---------------------------------|-----------------------|--------------------------|---------------|-------------------|--------------------|------------------------|
| 29. | Fire station | Town level | 1 | 0.40 | — | Existing in cantt. | — |
| 30. | Petrol & Diesel filling station | Town level | — | 0.40 | 0.40 | — | 0.40 |
| 31. | Jail | Regional | — | 2.00 | — | — | — |
| Total | | | | | 18.68 | 26.10 | 8.38 |

Nearest Degree college is located at a distance 6.00 kms. In Banikhet, B.Ed. College and J.B.T. school in Dharmshala, Polytechnic in Kangra and Ayurvedic Hospital and I.T.I in Chamba, hence there is no need to give proposal of the same in Dalhousie being a tourist town. The stadium has also not proposed in the town as one stadium is existing at Banikhet. Museum is required at regional level and the same is existing at Chamba.

CHAPTER-11

BASIC SERVICES INFRASTRUCTURE

11.1 WATER SUPPLY SYSTEM:—The source of water supply to the town is Dainkund, the daily water supply is 5.25 lac liter per day. Per capita water supply, on an average is about 65 liter per capita per day. The storage capacity is about 27.27 lac litre. There is scarcity of water in the town. On the basis of 120 cpd (40 gallon per capita per day) about 20.00 lac liter water supply is required by the year 2021. There is need to arrangement the water supply scheme to meet the difference between demand and supply of water, as soon as possible. There are 4 hand pumps, 58 public water taps and two fire hydrants at different locations in the town. In the view of storage of water it is common practice in Dalhousie to have rain water harvesting tanks in the majority of the houses. People are also being motivated to store rain water for general use, an integral part of the Government policy.

11.2 SEWERAGE AND DRAINAGE SYSTEM:—There is no sewerage system in Dalhousie 51.73% houses have the flush latrines some of them have septic tanks and others dispose off the sewage in the Nallahs or in open drains and other 48.17% have dry latrine system. The Sadar Bazaar area where mostly dry latrine system is in operation may be encouraged for adopting low-cost sanitation scheme as an interim measure and in long run the entire area be provided with sewage system.

The drainage system of the Dalhousie is governed mainly by the natural drainage course and topography. Although, there is a good slope of drains but they are sometime being choked by rubbish and encroachments there is need for some regulatory measures to keep the drains free from any kind of encroachments and overall consequences of the common mass towards the sanitation.

11.3 ELECTRICITY NETWORK:—Total number of electricity connections in different categories load is as under:—

Table 11.3
Detail of Electric connections in Dalhousie

| S.No. | Category | No. of Connections | Connected load in kw |
|--------------|----------------------------------|--------------------|----------------------|
| 1 | Domestic | 1851 | 902.550 |
| 2 | Non- domestic & non-commercial | 493 | 4496.421 |
| 3 | Commercial | 225 | 1404.000 |
| 4 | Industrial | 3 | 30.710 |
| 5 | Water works of irrigation deptt. | 4 | 318.450 |
| 6 | Street Light | 4 | 45.910 |
| 7 | Others | 4 | 2504.00 |
| Total | | 2584 | 9603.101 |

Source:— H.P. Electricity Board, Dalhousie.

Source of supply of electricity to Dalhousie town is from 132 KV sub-station, Bathri. Dalhousie town is being fed from the feeding sub-station of 2X5 MVA 33/11 KV at Dalhousie after extension of 33KV line from 132 KV sub-station Bathri. The maximum demand on this sub-station ranges from 4.50 to 4.75 MVA against the installed capacity of 10 MVA. The following feeders are catering the load of Dalhousie town and their maximum load is as under:-

| | | |
|---|-------------------|----------|
| 1 | 11 KV Bakrota | 15 amps. |
| 2 | 11 KV City | 28 amps. |
| 3 | 11 KV Microwave | 18 amps. |
| 4 | 11 KV Sadar Bazar | 30 amps. |
| 5 | 11 KV manimahesh | 5 amps. |

The supply of electricity to the town is sufficient and will meet the future demand by the year 2021.

11.4 TELEPHONE NETWORK:—Dalhousie planning area is well served by the telephone network. There is one exchange with a capacity of 2000. The capacity utilization at present is 1734. Recently Bharat Sanchar Nigam (BSNL) has introduced mobile service in Dalhousie planning area.

11.5 SOLID WASTE DISPOSAL:—Total solid waste generated by the town population of 7419, including commercial establishments and hotels i.e. 5650 kg/day which shall be 6750 kg/day by the year 2021.

For collection of solid waste, Dalhousie Nagar Parishad has identified garbage collection points with capacity of 0.50 cubic meter each at different locations near public places, tourist attractions, hotels, market etc. and placed garbage containers of capacity in Nagar Parishad area. Garbage from these points is cleared daily and carried to disposal points located on Canadian road near Kathlag through dumpers owned by Nagar Parishad Dalhousie. The garbage is directly disposed on land/nallah without any sorting treatment. The Dalhousie Nagar Parishad area has been experiencing environmental degradation over the past few years, damaging the ecology of the area and threatening human health. There is need to set up composting unit under the solid waste management scheme in order to solve the problem of garbage.

CHAOTER-12

GOVERNMENT OFFICES AND INSTITUTIONS

12.1 GOVERNMENT OFFICES:—There are 11 Government offices functioning in Dalhousie town. About 321 persons have been employed in these offices. The offices have scattered locations in the town mixing with residential and commercial area. Out of 11 offices, only one office of the Asstt. Engineer, H.P.S.E.B., sub-division with 32 employees is functioning in a private building. Assuming the strength of the employees as constant, the employees of Government and semi- Government offices shall remain 321 by the year 2021. Thus space requirement for those working in private office building at the rate of 18 sqm area per employee shall be 0.04 hectare for the year 2021.

12.2 INSTITUTIONS:—There are 4 important educational institutions in Dalhousie namely, Sacred Heart High School, Dalhousie Public School and Dalhousie Hill Top Public School besides a central School for Tibetans. The brief description of these schools are as under:—

12.2.1 SACRED HEART HIGH SCHOOL :—Sacred Heart High School, Dalhousie was started as a residential school on 20th February 1901 by the sisters of the charity of Jesus and Mary. As a sign of recognition of its potential for further growth and expansions, in August 1901 the school received grant-in-aid from the Lahore Education Department and was elevated to the status of Anglo-Indian school. 15% of the seats could be reserved for the students of Indian origin, the other being mainly British and Anglo-Indian. In response to expressed need for a residential college for girls, in the year 1951, the Sacred Heart High College was started. In 1963 a Diploma course of seven months in Home science too was introduced for graduate students. With the passage of time the demand for the art college was wanted. So in 1987 the college was closed to expand the school and to render services to the maximum number possible. At present Sacred Heart Public School is able to accommodate 600 students, 50% whom are day scholars. There are 40 teachers. There are students from all over the world. The campus of the school is spread over an area measuring approximately 10 Hectares.

12.2.2 DALHOUSIE PUBLIC SCHOOL:—Dalhousie public school was founded in 1970, is a residential co-educational school. It comprises of 1000 students, out of which over 800 are boarders and rest day scholars. The teaching staff consists of an approximately 50 trained teachers. Most of whom are living in campus. Both teachers and students are selected from different parts of India and abroad providing an atmosphere of cultural diversity. CBSE syllabuses are followed. The school is having modern facilities and also having ISO-9001-2000 certification in its credit. The campus of the school is over an area measuring approximately 2.72 hectares.

12.2.3 DALHOUSIE HILL TOP PUBLIC SCHOOL:—Dalhousie Hill Top Public school is a residential co-educational high school. It was established in 1979. It is affiliated to the Central School Education New Delhi. The campus of the school is spread over an area measuring approximately 0.81 hectares. At present there are 250 boarders and 75 day scholars. There are 20 trained teachers. The students study here are from all parts of India and abroad.

12.2.4 CENTRAL SCHOOL FOR TIBETANS :—Central school for Tibetans, Dalhousie is an autonomous body under the ministry of Human Resources Development, Department of Education, Government of India established in 1963 to give modern education to the Tibetan refugee children. The school is located in middle Bakrota in the sprawling campus of 4.8 hectares. School is having 32 class rooms, a big playground, a boys hostel, a girls hostel and a hostel for primary students. There is a residential accommodation for 15 staff members within the school campus and there is a proposal to built 6 more new staff quarters and multi-purpose hall in near future.

At present, there are 430 students including 351 boarding students. The school is from I to XII. There are 27 teachers and 17 non-teaching staff members. There are Tibetans students from all parts of India and abroad, studying in school. The school is equipped with all modern facilities for quality teaching such as computer lab, science lab, junior science lab, resource room, mathematics lab and social science lab.

CHAPTER-13

TRAFFIC AND TRANSPORTATION

13.1 The provision of the means of the traffic and transportation in a planned manner plays a major role in giving the practical shape to the proposals of the Development Plan. So before giving proposals for proper circulation pattern of Dalhousie town for its geometrical aspects. It is imperative to study the existing circulation pattern and its competency/ sustainability and utility to have coordination among the different land uses. It become more important to study the feasibility of road, and congested geometrical shape/ pattern with reference to its unique topography. The initial development of the town in North-West wherein present Baloon Cantt. Area exist which was excluded from the M.C. limits of Dalhousie in 1931 was due to construction of Banikhet Lakkarmandi road via Cantt. Diverting from the point named as Surkhigala which is at present, abandoned from Surkhigala to Cantt. And the road was made via Bus-stand which has lead to development in the Bus stand area and Subhash chowk and its surrounding areas including Sadar Bazar and the pace of development in the Baloon area has been ceased to be important.

13.2 EXISTING CIRCULATION PATTERN :—The physical and socio-economic structure of the Dalhousie town has been influenced by the traffic and transportation. The direction of physical growth of the town has been guided by the circulation pattern so the existing roads on the basis of their geometry and level has been classified as:

13.2.1 Arterial Roads

13.2.2 Local Roads

13.2.1 ARTERIAL ROADS :—Pathankot–Chamba State Highway (No. 33) connecting Dalhousie – Banikhet with Pathankot, on one side and Chamba–Bharmour and Holi via Chamba on the other. This is major road passing through Banikhet and from Banikhet up to Dalhousie Bus stand is other District road. Second arterial road is Banikhet– Khajjiar road which passes through Bus stand

area, linking Subhash Chowk, M.C. Dalhousie area. It is named as church Baloon road up to G.P.O. Chowk and thereafter Dalhousie- Khajjiar road. The average width of this road in town area is 5 meters and near the G.P.O. Chowk is 4 metres. The third arterial road is Dalhousie-Shahpur state Highway which connects Panjpulla with G.P.O. Chowk and ultimately Bakloh, Kakira, Lahroo-Nurpur chowgan etc. On the starting point near GPO the road is being encroached upon by the road side parking of vehicles due to existing hotels and commercial establishments. The effective width of the road is 4 meters.

13.2.2 LOCAL ROADS:—The local roads are important in the internal flow of traffic as these interconnect the major /prominent areas of work, business and residential to each other. These are namely road linking bus stand to Subhash Chowk, Thandi Sarak starting from Subhash Chowk and ending at GPO Chowk. Garam Sarak starting from GPO Chowk and ending at Subhash Chowk. Potreyn road starting from Subhash Chowk up to Bachat Bhawan. Court road starting from Bachat Bhawan and terminating at Subhash Chowk. GPO chowk to Dhoopghari road terminating at Kamla Nehru Park on Khajjiar road; GPO- Jandrigat road and Bus stand Kathlag road; Subhash Chowk to Sadar Bazaar pedestrian lane/lanes. These roads are well connected to each other-by pedestrian/ vehicular bye-lane, and maintaining interrelationship between different land uses. Due to topographical constraints, these roads/lanes do not form any definite pattern and are of adaptive nature. The local roads/lanes network of Dalhousie is adequate enough to cater the need of local population. The increasing inflow of the tourist traffic has created problem of traffic as town is lacking sufficient parking spaces. Parking space is available only for 75 vehicles in Dalhousie whereas average number of vehicles in the peak season is 400 vehicles per day, as a result, road side parking on Thandi Sarak near Subhash Chowk and GPO is common phenomenon.

13.3 TRANSPORT :—Due to tourist nature and physiographic conditions, there is abundance of light two and four wheelers vehicles and being used a means of transportation in absence of public transport system. As per surveys conducted, there are 100 taxies, 16 buses as means of transport per day. However, during the peak season of the tourists the number of cars/taxis and buses are increased 4 times and 2 times respectively. Putting traffic pressure on already narrow roads by road side parking and encroachments by the business establishments, results, hindrance in smooth inflow of traffic and other various problems take place.

13.3.1 TRAFFIC VOLUME :—Traffic volume surveys were undertaken at following locations/ junctions during the hours 10:00 a.m. to 12:00 Noon and 3:00 p.m. to 5:00 p.m. in February, 2003 :

1. Near Bus stand
2. Subhash Chowk
3. GPO Chowk

Table 13.1

Traffic volume characteristics

| Junction | Two wheeler | | Four wheeler (LV) | | Four wheeler (HV) | | Total | |
|---------------|------------------|------------------|-------------------|-------------------|-------------------|------------------|-----------------|-----------------|
| | M | E | M | E | M | E | M | E |
| Bus stand | 33.5 (10.60%) | 29.5 (9.24%) | 256.2 (81.05%) | 263.2 (82.48%) | 26.4 (98.35%) | 26.4 (98.29%) | 316.1 (100%) | 319.1 (100%) |
| GPO | 14.0 (9.45%) | 12.0 (9.45%) | 123.2 (12.99%) | 67.2 (83.13%) | 11.00 (7.22%) | 13.2 (14.28%) | 48.2 (200%) | 92.2 (100%) |
| Subhash Chowk | 12.5 (12.98%) | 15.0 (12.32%) | 72.8 (75.60%) | 98.0 (46%) | 11.00 (11.42%) | 8.8 (7.22%) | 3 (10%) | 122 (100%) |

Source:—Surveys and studies conducted by the H.P. Town & Country Planning Deptt. 2003.

The maximum traffic volume of 319 PCUs is at Bus stand Chowk in the morning and 316.1 PCUs in the evening. Due to Bus stand area the volume of 2 wheelers traffic is maximum also at Bus stand Chowk 33.5 PCUs in morning hours and 29.5 PCUs in the evening hours. Maximum traffic of 263 PCUs of light motor vehicles is in Bus stand Chowk in evening hours and 256.3 PCUs in the morning hours.

The volume of heavy vehicle traffic is maximum 26.04 PCUs and maximum of PCUs in the evening hours in Bus stand Chowk area.

From the study of road geometric and traffic volume. It is clear that maximum traffic volume of traffic in morning and evening hours is at Bus stand Chowk which is due to its location on the entrance point of the town where the traffic is diverted to Subhash Chowk and GPO Chowk. The road geometric of these junctions is requires Engineering improvement and better traffic management including removal of road side parking. As a regulatory measures, the Garam Sarak is at present closed for vehicular traffic and one way traffic is in operation. Traffic from Banikhet to Khajjiar is diverted to follow church Baloon road and traffic from Khajjiar to Banikhet is diverted from GPO to follow Thandi Sarak ultimately via Bus stand to Banikhet.

The road which requires engineering improvement are Bus stand to Subhash Chowk and Church Baloon road. Khajjiar road from GPO to IPH tank at Bakrota. GPO to Panjpulla road, GPO Jandrigat road up to M.C. limits straight road from GPO to Dhoopghari, Mall road at Bakrota starting from Arpana Trust Hospital to IPH tank at Khajjiar road.

13.4 PARKING FACILITIES :—There are 2 organized parking lots in the town near Bus stand along the Banikhet road and on the Church Baloon road with area of 320 sqm and 300 sqm respectively. Besides this there is one parking lot on GPO Chowk and two authorized parking spaces

on road earmarked for light motor vehicles. These are near Subhash Chowk and GPO Chowk on Thandi Sarak. The organized parking spaces provide space for parking of 75 vehicles whereas there is a demand of parking space for 400 vehicles, as a result vehicles are parked anywhere on the sides of the roads in the town in a haphazard manner, particularly in the GPO, Subhash Chowk and near bus stand area of the town and near the public schools in the morning and evening hours. Such unauthorized and haphazard parking reduces the effective width of these roads thereby hindering the smooth flow of traffic. Parking survey was conducted at the following locations for two hours in the morning and evening i.e. 10:00 a.m. to 12:00 p.m. in the off season of tourist in February, 2003 by the Town and Country Planning Department, H.P.

Table 13.2
Parking in Dalhousie Planning Area

| S. No. | Location | Area (sqm) | Vehicle Parked | |
|--------|--------------------|------------|----------------|--------------------------|
| | | | Two wheelers | Four wheelers LV & HV |
| 1. | Near Bus stand | 620 | 12 | 126 |
| 2. | Near Subhash Chowk | — | 45 | 2 |
| 3. | Near GPO | — | 4 | 37 |

Source:— Surveys and studies conducted by the H.P. Town & Country Planning Deptt. 2003.

The survey conducted in off season, shows that the organized parking spaces are inadequate and therefore road spaces are used for parking of vehicles. The parking problems get aggravated in the peak season of tourists.

There is need to provide parking lots at suitable locations near public places. Accordingly, the spaces have been identified in various locations like, near Subhash Chowk, near Ravi View Hotel, near Bus stand, near cemetery, near GPO on Baloon road, on Bus stand Subhash Chowk road, below circuit house, on the site of proposed bus stand basement floor, below Dalhousie club on church Baloon road etc. The existing area under parking is 0.06 hectare and total of 0.45 hectare is proposed for parking spaces.

13.5 TERMINAL FACILITIES :

(i) **BUS STAND** :—There is no planned bus stand in the Dalhousie. The existing bus stand is located on the entrance of Dalhousie town where Banikhet– Dalhousie road terminates. The area of existing bus stand is approximately 204 sqm. which is insufficient effective width of the Dalhousie – Banikhet road is being used by the buses and the taxis parked in the bus stand. On average total trips of buses including arrival and departure are about 16 per day. It requires to be expanded to accommodate the parking of buses and other facilities. It is proposed that existing parking lot near bus stand by extending the area towards nallah side and basement of the bus stand of the bus stand shall be used as taxi/car parking.

(ii) **TRUCK TERMINAL:**—In order to have planned traffic and transportation system, it is proposed to develop the Truck Terminal at the Banikhet out side the planning area in order to accommodate anticipated 40 trucks by the year 2021.

CHAPTER-14

EXISTING LANDUSE

The state Government extended the provisions of H.P. Town & Country Planning Act, 1977 (Act no. 12 of 1977) to Dalhousie Planning Area vide notification No. PBW(B&R)B-26133/86 dated 30-07-1986. Section 15-A of the act ibid was enforced in the planning area vide notification No. Town & Country Planning (F)-6/13/94 dated 08-06-94. Subsequently the existing landuse of the area was prepare, notified for public objections/ suggestions/ and finally adopted vide letter No. HIM/TP/PJT/D.P-Dalhousie/93-7308-7410 dated 29-07-97. The landuse-wise description of various areas is given in the following paragraphs:

14.1 RESIDENTIAL USE:—It comprises of 44.42 hectares area, which works out to be 5.54% of the planning area and 22.95% of urbanisable area. The residential areas are generally occupied by one to three storyed houses and flats. The Housing areas are sprawled in Sadar Bazaar, along court road, around Bus stand area and in GPO chowk in Dalhousie. Residential use intermixed with commercial use is a common phenomenon. Shops on the road level and remaining structure for residential purpose is common, site in court road, Sadar Bazar and Gram Sarak near G.P.O.

14.2 COMMERCIAL USE:—Most of commercial establishments are located in Gandhi Chowk along Khajjiar road, Satdhara road, Gram Sarak, Thandi Sarak and in the church Baloon road, Potreyn road and Bus stand area. and few scattered shops in Sadar Bazaar area. The commercial use consist of 0.82 hectare, which is 0.44% of the urbanisable area and 0.11% of the planning area. The construction of the shops and hotels along with roads emanating from a town is a common phenomenon. The "Khokhas" are located mostly in Tibetans markets near bus stand area and G.P.O. Chowk.

14.3 TOURISM USE:—Tourism is the main character of the town. An area of 6.15 hectares is under hotels and Guest Houses, which is 0.80 % of the planning area and 3.33% of the urbanisable area.

14.4 INDUSTRIAL USE:—Industrial use occupies 1.35 hectares of land, which is of 0.18% of the planning area and 0.73 % of urbanisable area. The industries are mainly service industries.

14.5 PUBLIC AND SEMI-PUBLIC:—Under public and semi-public use, the utilities including water supply, electricity, sewerage, telephone establishments and garbage disposal sites, Education, health, postal etc. and services including police, fire fighting, banking, Govt. and semi-Govt offices etc. have an area of 14.50 hectares which is 1.89 % of the planning area and 7.84% the urbanisable area. Facilities to organize seminar, conference etc. are either available in some of the

hotels like Manimahesh or those are organized in the meeting hall of Municipal Council Dalhousie or in conference hall of Bachat Bhawan. Most of the offices are located in scattered form. The 10 Government./ semi-Government offices are housed in their own buildings whereas 1 office is in the rented building.

14.6 PARK, OPEN SPACES AND RECREATIONAL USE:—The organized parks and open spaces are scarce and presently occupies an area of 0.71 hectare, which is 0.09% of planning area. The forest and orchards are plenty in and around Dalhousie town, which are serving as green lungs and areas for passive recreation. The town enjoys unique environment setting. There are two small organized parks which are 0.38 % of the urbanisable area. one park is near youth hostel in Dalhousie Khas and other is Nehru Park near Dhoopghari in Bakrota.

14.7 TRAFFIC AND TRANSPORTATION USE :—The major roads including State Highways emanating from the town as well a small byelanes interlinking various localities have an area of 31.84 hectares, which is 17.23% of the total urbanisable and 4.17 % of planning area.

14.8 AGRICULTURE AND FORESTS LANDS INCLUDING M.C. FORESTS AND PRIVATE WOODED AREA :—Agriculture and forest land occupy 572.28 hectares, which is 74.71% of the total planning area.

14.9 WATER BODIES USE:—The area under water bodies includes rivers, Nallah and 'Khads'. The area under water bodies is 8.82 hectares, which is 1.15% of the total planning area.

Table: 14.1

Existing land use structure of Dalhousie Planning Area

| S. No. | Use | Area (in hectare) | %age of urbanisable area. | %age of planning area. |
|-----------------|---|----------------------|---------------------------------|------------------------------|
| 1. | Development land for mixed land use. | 87.09 | 47.10 | 11.37 |
| 2. | Residential. | 42.44 | 22.95 | 5.54 |
| 3. | Commercial | 0.82 | 0.44 | 0.11 |
| 4. | Industrial | 1.35 | 0.73 | 0.18 |
| 5. | Toursim | 6.15 | 3.33 | 0.80 |
| 6. | Public & Semi-public | 14.50 | 7.84 | 1.89 |
| 7. | Recreational including park and open spaces. | 0.71 | 0.38 | 0.09 |
| 8. | Traffic and Transportation | 31.84 | 17.23 | 4.16 |
| Total :— | | 184.90 | 100.00 | — |
| 9. | Agriculture & forest land including M.C. forests and privates wooded areas. | 572.28 | — | 74.71 |

| | | | | |
|-----------------|---------------|---------------|----------|---------------|
| 10. | Water bodies. | 8.82 | — | 1.15 |
| Total :— | | 766.00 | — | 100.00 |

CHAPTER-15

DEVELOPMENT STRATEGY

15.1 DEVELOPMENT PATTERN :—The study of the town reveals that development up to 1990 was in shape of isolated patches in various parts of the town. The recent developments have taken place along some important roads in Dalhousie. The trend is seen near Bus stand on Kathlag road, Satdhara and Khajjiar road near G.P.O., Subhash Chowk and on the Potreyn road and court road near Sadar Bazaar area. In this way, nine pockets of the urban activity in the entire Planning Area are identified as under :—

1. Area on and around Subhash Chowk along court Potreyn and Thandi Sarak.
2. Area on and around G.P.O. Chowk, on Khajjiar, Satdhara, Church Baloon, Garam Sarak and Thandi Sarak.
3. Sadar Bazaar and upper Sadar Bazaar along court road.
4. Bus stand area.
5. Upper and lower Lohali.
6. Kathlag area.
7. Moti Tibba hill.
8. Middle Bakrota.
9. Potreyn hill comprising Sacred Heart Public School.

Although, Dalhousie is not a populous, congested and environmentally deteriorated area. However it is suspected that if left to itself, growth shall take place along the major roads above the road level. There will be tendency to construct commercial establishments, like hotels and house right upto the edge of the road and even the carriage way may be encroached upon, which shall effect the beauty of this town adversely. Following strategy is proposed for ensuring systematic, planned and healthy development.

1. To ensure strict control on all prospective constructions on land abutting major roads of the town, Government land and forest land;
2. To allow development of residential, commercial tourist activities with parking facilities away from the road heads.

15.2.2 URBANISATION STRATEGY:—The total population of Dalhousie Planning Area was 7419 as per 2001 census. For ensuring integrated development of the Dalhousie Planning Area, the requirements of the tourism related infrastructure are to be worked out for the projected population of the town. With a presumptive decadal growth rate of 10% proposals shall have to be made for 8976 persons by the end of the plan period i.e. 2021.

15.2.3 DEVELOPMENT CONSTRAINTS:—There are three big constraints to the future development of the Dalhousie Planning Area. these are scarcity of water, forest land in and

around the town and its terrain itself. The Dalhousie has a problem of water shortage as the Dainkund the present source of water supply is not able to cater the needs of the town. There is necessity to augment the water supply scheme. Although I.& P.H. Department has already started the augmentation of the existing water supply scheme in order to meet the difference between demand and supply. For this purpose, water is to be lifted from Bathri Nallah to Chouhara. The problem of water shortage shall continue to persist till the completion of the same. In view of the above mentioned 3 constraints, it is suggested that:—

- (I) No major commercial, residential, tourism and industrial project be undertaken both in Government as well as Private Sector. Acquisition of land in the Government sector should only be for widening the existing roads, development and construction of Bus stand and various parking sites and strengthening of social and tourism related infrastructure.
- (II) Vertical development is to be restricted to 2+1 storey for parking for residential use wherever feasible, 3+1 mandatory parking floor for hotels and 4+1 Public and semi-public uses in Government sector only.
- (III) No major hotel, restaurant, residential flats or commercial complex shall be allowed unless and until it is certified by the competent authority of I. & P.H. Department that the adequate water supply is available for the said project from the existing water supply scheme.
- (IV) Development of landuses is contemplated in mixed form on predominant landuse basis. Though, requirements of various facilities and services have been worked for entire Planning Area. However, their locations shall be determined by the availability of the land in the predominant landuse area.
- (V) No Government land in Dalhousie Planning Area shall be transferred or leased out by the collector unless and until a No Objection Certificate is issued by the Director, (TCP).

15.2.4 PROPOSED LANDUSE:—It is envisaged that entire Planning Area of Dalhousie shall be urbanised by the year 2021 except forest land and land under water bodies. The status of, existing agriculture area in and around Lohali and Kathlag villages which have rural character at present, although falls in M.C. boundary is proposed to be maintained as agriculture in future. Nearly, 70% land is forest land in the town. The status of forest shall be maintained as forest and no non-forest activity shall be allowed on the forest land. This shall also act as green buffer zone around the developable areas. The remaining area other than forest area and designated as 'Restricted Area' In Bakrota Up-Mohal where lush green forests are existing, require a special attention. Beautiful, stylish big bungalows blended with Hill Architecture with large land holdings are existing in the lap of dense forests in scattered manner. This area requires restricted development. Therefore, restriction on all type of commercial constructions is required and only need based residential with related infrastructure should be allowed in this area. The remaining area other than forest, agriculture and 'Bakrota restricted area' in Dalhousie planning area shall be developed on the predominant landuse basis, because the existing landuse of Dalhousie is of mixed nature and there is very less land left for development of various social and tourist related infrastructure. Approximately 8709 hectare of the total land is left for development that too in form of scattered isolated patches. Therefore it is not logical to divide the planning area on the concept of sectoral pattern. So there is need to make a conservation plan for Dalhousie by providing need based facilities like development of parking areas, expansion and strengthening of existing bus stand, widening of various roads and road side tourist's infrastructure and development of tourist attraction spots in and around Dalhousie etc. As projected

population for the year 2021 is 8976 persons, so from this hardly any significant urbanization can be expected to occur in future only such activities which are incidental conforming and compatible with each other shall be permitted provided these are non-hazardous, eco friendly and safe. The planning area has been divided into following categories :—

- (i) Forest area
- (ii) Agriculture area
- (iii) Urbanisable area
 - (a) Restricted area
 - (b) Other area.

(i) **FOREST AREA** :—There is a lot of land under forests in Dalhousie planning area. These have been depicted on the existing and proposed landuse maps. Every piece of land whether Government or private which is categorized as forest in revenue record shall fall under this category. It is proposed to maintain and preserve all these forest areas in order to maintain them as forests. No non- forest activity shall be permissible in this area.

(ii) **AGRICULTURE AREA** :—Agriculture area shall include the following village areas which are although, part of M.C. Dalhousie but has maintained the rural character.

1. (a) **Kathlag Village**:—Starting from the northern boundary of Khasra No. 131 of Up Mohal Kathlag following the northern boundary of Khasra No. 132,177,178,179/192 then from eastern boundary of Khasra No. 192 and following eastern boundary of Khasra No. 191, 190, 161, 160, 159, 155, 98, 97, 80, 79, 451, 452, 453, 435, 436, 438, 443, 441, 323, 324, 330, 362, 360, 356, 356, 353, 352 and 346. Then form the eastern boundary of Khasra No. 346, following the eastern boundary of Khasra No. 346, 345, 344, 343, 340, 339, 338, 334, 333, 332, 328, 327, 325, 320, 247, 253, 252, 258, 250, 212, 61 and 58. Further then starting from the western boundary of Khasra No. 58, following the western boundary of Khasra No. 57, 61, 69, 90, 91, 107, 108, 109, 113, 114, 116, 118, 121, 116, 112, 123, 124, 125, 126, 128, 130 and 131 and meeting with the starting point of Khasra No. 131.

(b) Starting from the northern boundary of khasra no. 12 of up-Mohal Kathlag following the northern boundary of Khasra no. 1/1 and 2. Then further from the eastern boundary of khasra no. 2 following the eastern boundary of khasra numbers 3,4,5,7,12,11,16 and upto 27. Then from the Southern boundary of khasra numbers 27, 39, 36, upto 14 then from the western boundary of khasra number 14, following the western boundary of khasra numbers 13 and 11 upto the starting point of khasra number 12.

2. **Lohali Village**:— Starting from the northern boundary of Khasra No. 921 of Up-Mouza Bakrota, following the northern boundary of Khasra No. 933, 940, 947 upto 951. then following the eastern boundary of Khasra No. 953, 1233, 979, 980, 983, 984, 986, 987, 988, 989, 991, 1105, 1106, 1108, 1109, 1110, 1111, 1145, 1148, 1149, 1152, 1153, 1154, 1179, 1180, 1183, 1184, 1189, 1190, 1202, 1204, 1208, 1215, 1217, 1202, 1218, 1222, 1223 and again upto 1222. Then from southern boundary of Khasra No. 1222, following the southern boundary of Khasra No. 1221, 1220, 1212, 1211, 1201, 1200, 1196, 1195, 1166, 1162, 1163, 1160, 1153, 1148, 1147, 1142, 1139, 1138, 1112, 1236, 1133, 1125, 1131, 1130 and 1129. Further from western boundary of Khasra No.

1128, 1127, 1126, 1121, 1119, 1118, 1058, 1057, 1055, 1029, 1025, 1024, 1015, 1014 and 1013 and meeting with starting point of Khasra No. 921.

The status of these two villages shall be maintained as agricultural area in view of their rural character.

(iii) **URBANISABLE AREA** :—The remaining area of Dalhousie planning area other than forest agriculture and area under Nallah and water bodies shall form the part of urbanisable area. For the purpose of bye-laws and zoning regulations, the entire urbanisable area has been divided into two distinct areas.

(a) **Restricted area.**

(b) **Other area.**

(a) **Restricted area:**— Starting from the meeting point of planning area boundary and Khajjiar road in Bakrota, then following Nagar Parishad boundary upto Ajit Singhs Samadhi in Panjpulla, thereafter following a line 30 metres on the valley side parallel to the Satdhara road from Ajit Singhs Samadhi to Gandhi Chowk (G.P.O. Chowk). From G.P.O. Chowk again following a 30 metres line on valley side parallel to road upto Nehru Park (Dhoopghari) and further upto planning area boundary at Bakrota Khajjiar road.

(b) **Other Area:**— The area of Dalhousie planning area not included in the Forest, Agriculture and Restricted area above shall form the 'Other area'.

15.3 DEVELOPMENT PROPOSALS:

15.3.1 Traffic and Transportation:—To solve the problem relating to traffic and transportation following short term and long terms measures are proposed. As highlighted earlier, bus stand area, Subhash Chowk and G.P.O. Chowk where 5 roads converge the traffic problem areas. In absence of insufficient organized parking, the situation get aggravated by parking of vehicles on roads reducing the capacity of roads. To solve the problem below mentioned solutions must be practiced :—

- (I) Short terms solutions include traffic management and and traffic regulations as under:—
 - (a) One way traffic operation be introduced. The traffic towards Khajjiar should enroute through Church Baloon road upto G.P.O. and Banikhet bound traffic should enroute from G.P.O. via Subhash Chowk, bus stand.
 - (b) Traffic signal should be installed on Khajjiar road near M.E.S. pipe line road and near G.P.O. chowk on Satdhara road.
 - (c) the road side parking on Thandi Sarak near Subhash Chowk and G.P.O. chowk which is authorized by M.C. Dalhousie, should be avoided.

(II) The long term solutions are:—

1. **Construction of Bus stand:—** The existing bus stand is insufficient to cater the parking of buses as the area is approximately 204 sqm. Keeping in view the nonavailability of land in the vicinity of the existing bus stand, it is proposed to construct new bus stand in order to increase the parking capacity of the buses from 204 sqm. to 604 sqm., on the existing site of organized taxi stand, on the Dalhousie–Banikhet road, which is close proximity to the existing bus stand. This shall be two tire construction. The basement of the proposed bus stand shall be used for the parking of the taxis and terrace at road level shall be used for parking for the buses. This area shall be in addition to the existing bus stand. The old bus stand shall also continue to function.

2. **Development and construction of parking spaces.** 10 number sites have been identified on the different locations in the town on Government land in order to develop them as parking spaces/lots. The total area of these comes out to be 4000 sqm. At present, there are only 2 organized parking lots with an area of 620 sqm. parking spaces. The total area under parking comes out to be 0.46 hectare.

3. **The widening and strengthening of some of existing roads upto width of 2.00 meters.**

- (a) Road from Pus stand to Subhash chowk.
- (b) Church–Baloon road from Bus Stand to G.P.O. chowk.
- (c) Khajjiar road from G.P.O. to M.C. boundary at Bakrota.
- (d) G.P.O. chowk to Panjpulla.
- (e) Jandrigat road from G.P.O. to Dhoopghari.
- (f) Straight road from G.P.O. to Dhoopghari.
- (g) Link road from Arpana Trust Hospital to I.P.H. Tank on Khajjiar road.

4. It is proposed to improve the geometry and beautification of bus stand, Subhash Chowk and G.P.O. Chowk.

15.3.2 PUBLIC AND SEMI- PUBLIC:

1. **Water supply system:—**To meet the difference between water supply and demand, it is proposed that the augmentation work of existing water supply scheme by I.P.H. Department which is already in execution should be expedited as soon as possible in order to solve the water crisis. The augmentation work shall cater the need of projected population by the year 2021 by providing 120 lpcd. So the costing aspect of water supply scheme has not been included in the cost estimates.

2. **Sewerage Syatem:—** There is no sewerage system in the Dalhousie Planning area, in absence of which th sewage from the private houses and hotels is being conveniently thrown open in, depressions/ Nallahs, resulting in environmental deteriorations in lowering areas of the town.

3. **Solid Waste Disposal:—** Solid waste in Dalhousie is collected from the various points of garbage collection points by the M.C. Dalhousie and is being thrown in open near Kathlag without sorting and any kind of treatment. It is, therefore, proposed to construct a treatment plant on Canadian road.

4. Assuming the 4 Up-Mohal of Dalhousie as 4 sectors, the requirement of primary schools, nursery schools, veterinary Hospital, sectoral parks, local parks, library, reading room, community hall, Auditorium, sub-post office, police station etc. has been worked out and their locations are not pinpointed as they shall be provide on the Government land on the basis of predominant landuse.

15.3.3 TOURISM:—The existing tourist infrastructure is able to cater to the tourist's population in the peak tourist season. Barring few hotels and Government rest houses, most of the hotels have come up with low quality without parking areas which has lead to congestion on roads by road side parking, low occupancy rate and spoil the ambience of the town. Multi storeyed structures which hardly have any space for parking and recreation of tourists have come up. Such type of hotels and guest houses have put unnecessary load on infrastructure without any commensurate benefits of local population and promotion of tourism as a whole. So, it is proposed to invite and encourage investment only for high quality hotels and resorts with proper facilities. So that the reputation of the town is not spoiled further. At the same time, however there is need to provide some essential infrastructure facilities like urinals, toilets, water taps, rain shelter, sitting spaces/ platforms specially along the garm, Thandi sarak and Potreyn Hill road.

It is proposed that as per Government policy, efforts should be made to encourage village tourism and encourage rural people of Lohali and Kathlag villages to convert or add a few rooms in their houses to cater the needs of the tourists so that benefits of tourism percolate down to the rural areas. Such type of tourism will also spread the tourists so as not to put unnecessary pressure on the existing amenities and facilities like water supply, electricity, roads and parking etc. of the Dalhousie.

CHAPTER-16

CONSERVATION OF HERITAGE OF DALHOUSIE

16.1 Dalhousie town is endowed with a number of monuments of varying antiquity. These landmarks consisting of churches, palace, stylish buildings of the British period and Mall road which are main arteries of the town where extensive views of low hills and planes of south and snowy ranges of the north are obtained. These have emerged through a long and chequered history in a physically stand state. But in era of rapidly changing urban context, it is essential to conserve and preserve them.

16.2 From the point of conservation and preservation Dalhousie requires an urban planning approach more or less that of preservationist as the monuments/ historical buildings/ bungalows are physically sound. Following types of heritage are identified to be conserved.

1. **Built-up heritage:**— shall include monuments, stylish bungalows of British period, churches and street pattern including Mall road etc.

2. **Natural heritage:**— shall include conservation of green forest cover, main attractions of Dalhousie town, tourist spots and sight seeing points.

The monument-wise study in terms of their locations, history, significance, physical utilization, problems and their surrounding environment shall be carried out separately, because it is not possible to cover all these aspects in this Development Plan which is a broad development.

16.3 It is proposed that construction activities have to be discouraged around important heritage features. If any construction which is necessarily required to be undertaken in the premises of the heritage area, it should follow the architectural style of such features. Adequate set backs and open spaces should be left around heritage landmarks. Structures which have been constructed without harmony to their adjacent historical features

CHAPTER-17

PLAN IMPLEMENTATION

17.1 The development plan contains provisions for a projected population of 8976 people which is anticipated to occupy the Dalhousie Planning Area by the end of the year 2021. The total area of the Dalhousie Planning Area is 766 hectares. 536 hectares of land covered under Government and private forests, and 8.82 hectares under water bodies has been retained as such. An acute shortage of developable Government land for public purposes, scarcity of private lands for development, most of land in Dalhousie being under forest cover and terrain itself are the four constraints to the administration to ensure sustainable development pattern. It has, therefore, been proposed to adopt a public participatory approach for the desired results. It will only be possible with the joint efforts of the development authority, Nagar Parishad Dalhousie and Deptt. of Town and Country Planning, which is nodal agency for planning in the state. Taking into account the concern of the state Government and local residents measures shall be taken to ensure that no more un planned and uncontrolled development takes place in Dalhousie. In order to protect hill scape, precious tree cover and environment, the first objective of this plan document is to cease the unplanned urban activities to likely to take place in the future. Purely commercial, opportunistic and obnoxious activities to be curbed. At the same time the infrastructural base of the town and its surrounding need to be adequately strengthened. This objective has been attained to some extent by imposing complete ban on construction activities for 6 months by H.P. Government and regulatory measures by H.P. Deptt. of Town and Country Planning. However, this objective has been fully met by framing detailed rules and regulations for Dalhousie from time to time for sub division of land as well as construction of hotels, residential houses and commercial establishments etc. Based upon the second objective, which is highlighting the problems of the town like :—

- (a) Physical growth pattern of the town i.e. earlier in the shape of mushroom type and recent development in the form of linear growth along the major roads.
- (b) Shortages of the supply of potable water i.e. 4 to 7 lacs liters against the demand of 20 lacs liters per day.
- (c) Existing hotels/guest houses are more quantitative and less qualitative in terms of various facilities, mainly parking.
- (d) Lack of reorganization of various existing tourist attraction points, historical monuments and places except Subhash Chowk, Gandhi Chowk and Panjpulla springs.

- (e) Inadequate width of roads and junctions due to increasing traffic volume, thereby resulting in traffic bottlenecks.
- (f) Shortage of parking lots resulting in road side parking and thereby reduction in effective width of road.
- (g) Inadequate space of bus stand and other social facilities.
- (h) Lack of proper garbage disposal points and system.
- (i) Absence of sewerage and poor drainage system due to encroachments etc.

Besides above potential of town are such as :—

- (a) It acts as natural sanatorium and center for solitude.
- (b) Its locations advantages as nearness to planes of Punjab and Jammu.
- (c) It is a famous school level education center.
- (d) Dalhousie M.C. area with 70% of land under forest cover provide green buffer zones around developable private lands, scattered in the various parts of the town.
- (e) Connectivity of different isolated patches of land by old existing paths/ links.

Based upon the above listed problems and potentials of the town, the development plan will be a conservation so as to protect and upgrade the environment in and around Dalhousie. Therefore, development plan proposal contemplates only to meet with the genuine and natural growth. Landuse pattern, therefore in the planning area has been envisaged on the basis of existing predominant landuse pattern. As a normal practice development plan is generally prepared for fast growing and big towns so that their future growth is streamlined on some preconceived concepts. Dalhousie is neither growing at a faster rate nor it is a big town so it merely needs a therapy for strengthening of existing infrastructure base through action plan which is to be implemented on the priority of components basis in a phased manner. In implementation of action plan, Nagar Parishad Dalhousie and development authority are proposed to play an instrumental role and state Government is to make allocation of funds either to development authority or to the concerned infrastructure department.

17.2 PHASING AND COSTING :—The development plan is a regulatory document to guide the development in the years to come, since it is not possible to clearly foresee the entire scenario with reference to the final aspect that is likely to emerge over such a long period, therefore, the Development Plant is considered to be a long term policy document which serve as guide for development and must be reviewed after every five years to incorporate all the changes on priorities. To implement the proposal in a phased manner following phases have been proposed :—

| | |
|-----------|-----------|
| Phase I | 2005-2010 |
| Phase II | 2011-2016 |
| Phase III | 2017-2021 |

17.2.1 The infrastructural components which need extension/ development/ strengthening are given below:—

| Components | Area/ length | Cost of land Dev. Construction Acquisition | Responsible/ Agency/ Deptt./ Authority |
|---|--------------|--|--|
| Phase -I (2005-2010) | | | |
| (A) Bus Stand Development of bus stand on the existing organized Parking site on Banikhet-Dalhousie road. | | 100.00 lacs | H.P. Bus Adda Development Authority |
| (B) Development /Construction of parking spaces | | | |
| a) Near Subhash Chowk. | 150 sqm. | 1.50 lacs | Urban Development Department/ MC |
| b) Near Ravi view Hotel | 500 sqm. | 5.00 lacs | — do — |
| c) Near Bus stand | 350 sqm. | 3.5 lacs | — do — |
| d) Near Cemetry on Baloon road | 350 sqm | 3.5 lacs | — do — |
| e) Opposite Dhawan Building | 252 sqm. | 2.50 lacs | — do — |
| f) Near G.P.O. on Baloon Road | 100 sqm | 1.00 lacs | — do — |
| g) Below circuit house on Thandi Sarak | 200 sqm | 2.00 lacs | — do — |
| h) Near circuit house. | 100 sqm | 1.00 lacs | — do — |
| i) On Dalhousie – Banikhet road on the proposed site of Bus stand basement floor. | 400 sqm. | 4.00 lacs | — do — |
| j) On church Baloon road below Dalhousie club | 1500 sqm | 15.00 lacs | — do — |

| | | | |
|---|--|----------------|---|
| Phase -II (2011-2016) | | | |
| (a) | Provision of Sewerage & Drainage system | — | 15.00 Lacs I & P.H. Deptt. |
| (b) | Construction of garbage disposal plant | --- | 35.00 Lacs M.C. |
| (c) | Improvement of exiting Water-supply System | — | work is in Progress I & P.H. Deptt. |
| Phase -III (2017-2021) | | | |
| Strengthening /widening of roads up to width of 2.00 metres including metalling erection of breast wall. | | | |
| a) | Road from Bus-stand to Subhash chowk. | 0.500km. | 12.50 lacs Urban Dev- Dept/MC Dalhousie |
| b) | Church balloon road. | 2 km | 50.00 lacs -do- |
| c) | Jandrighat road from GPO to M.C. limit. | 1.700 km. | 42.50 lacs -do- |
| d) | Khajjiar road from GPO to IPH Tank. | 2.500 km | 75.00 lacs GREF/MES |
| e) | GPO to Punchpulla. | 2.25 km | 56.25 lacs Urban Dev./Deptt/M.C. |
| f) | Straight road | 1.00 km. | 25.00 lacs -do- |
| g) | Link road from Arpna Trust to I.P.H. Tank. | 2.00km | 38.00 lacs -do- |
| h) | Improvement of geometries M.C/H.P. and beautification of Subhash Chowk, GPO and Bus stand Chowk. | — | 20.00 lacs MC/ H.P. Tourism Department. |
| i) | Identification/strengthening of monuments and buildings of historical importance. | — | 25.00 lacs A.S.I./ H.P. Tourism Deptt/INTAC, Shimla |
| Total cost: | | 2018.25 | |

The concerned agencies/authorities /departments shall be responsible for the acquisition/development/extension/strengthening/construction of infrastructural components and they shall make provision for funds in their annual plans of action on priority of the component.

17.3 Implementation : Besides land owners, Nagar-Parishad Dalhousie and Development Authority shall be responsible for creation of serviced land and various departments concerned shall be responsible for development of infrastructure related to their departments. However, overall control of rules and regulations for various land uses and sub-division of land shall vest with the following committee :—

| | | |
|----|--|------------------|
| 1. | Deputy Commissioner, Chamba | Chariman |
| 2. | Assistant Town Planner of Dalhousie Planning Area | Member Secretary |
| 3. | Divisional Forest Officer, Dalhousie | Member |
| 4. | Executive Engineer of Dalhousie Division H.P. Public Works Department. | Member |
| 5. | Executive Engineer of Dalhousie Division H.P. Irrigation & Public Health Department. | Member |
| 6. | Executive Engineer of Dalhousie Division H.P. State Electricity Board. | Member |
| 7. | Executive Officer of Dalhousie Nagar Parishad | Member |

The aforesaid Committee will decide the cases pertaining to planning permission and felling of green, dry and dangerous trees within Restricted as well as other area of Dalhousie Planning Area. The committee will also be responsible for enforcement of provisions of the H.P. Town & Country Planning Act for ensuring planned and regulated development of the said area.

By order

T. C. Janrtha),
Secretary (TCP) to the
Government of Himachal Pradesh Shimla2.

CHAPTER-18

ZONING AND SUB DIVISION REGULATIONS

18.1 REGULATIONS

18.1.1 PROCEDURE :

Applicant seeking permission for development shall furnish the following documents namely:—

- Location Plan in the scale 1:1000 indicating the land in question, main approach, road, important physical features of the locality/ surrounding area.
- Site plan in the scale of 1:200 indicating the proposed site, approach road adjoining buildings, the existing sewerage line and drainage, showing the built and open area clearly. Site plan must tally with the shape and dimensions of the plot shown in the

tatima. Otherwise, suitable revenue document/ verifying the change in shape and area to be enclosed.

- (c) Four sets of plan, elevation and section in the scale of 1:100 or 1:50 duly signed by the competent registered Architect/ Planner/ Engineer/Draughts man along with his/ her copy of registration certificate with Director, Town and Country Planning Deptt H.P.
- (d) Copies of Treasury challan form vide which requisite fee has been deposited.
- (e) Latest original Khasara map showing Khasra No.s of land in question, with dimensions of the plot boundaries, adjoining Khasra No.s from all sides of plot and approach path with dimensions.
- (f) Ownership documents such as copy of latest jamabandi and attested photocopy of registered deed if any.
- (g) In the site plan the distance of electricity line, from development as per Indian Electricity Rules (as amended up to date) in case any other electricity line is passing over or near by the proposed site for development, be shown.
- (h) A certificate of Nagar Panchayat/ Nagar Parishad and revenue authority shall be enclosed in support of taking over the land surrendered for development of road or path and designating it as public street as per the provisions of the H.P. Municipal Act 1994, in case own share land is made available by the owner of land where no public road or path exists and where the width of existing path is less than minimum requisite width.
- (i) For the plot abutting National Highways, State Highways, by passes and other Public Works Departments scheduled road, the no objection certificate (NOC) from Public Works Department shall be submitted as per the format appended below:—

NO OBJECTION CERTIFICATE FROM H.P. PUBLIC WORKS DEPARTMENT

The Himachal Pradesh Public Works Department has no objection in carrying out any development on land bearing Kharsra No. of revenue village/ mohalla abutting national highway/ state highway/ scheduled road by the owner Sh./Smt/..... resident of w.r.t. to provisions of H.P. Road Side Land Control Act 1968 in this behalf as shown in the site plan.

Executive Engineer
Concerned Division H.P.P.W.D.

- (j) Applicant shall have to submit any other certificate/document/plan e.g. no objection certificate (NOC) from the H.P. State Pollution Control Board water and electricity availability certificate from the concerned department etc. as may be required by the Director. For obtaining NOC from H.P. State Electricity Board. In case any electricity

- ' line is passing over or nearby the proposed site for development, the distance of electricity line from development as per Indian Electricity Rules (as amended upto date) be shown in the site plan and N.O.C. from the H.P.S.E.B. shall be submitted as per format appended below :—

NO OBJECTION CERTIFICATE FROM H.P. STATE ELECTRICITY BOARD

The Himachal Pradesh State Electricity Board has no objection on carrying out any development on land barring khasra no..... of revenue village/ mohalla..... under the line by the owner Sh./Smt/..... resident of w.r.t. to provisions of Indian Electricity Rules 1956 in force in this behalf as shown in the site plan.

Executive Engineer
Concerned Division H.P.S.E.B.

- (k) Demarcation certificate from the revenue authority shall be submitted. — —
- (l) The Structure Stability Certificate on completion of structure shall be submitted.

18.1.2 GENERAL REGULATIONS :—The following regulations shall be applied to all development activities in the Dalhousie Planning Area:—

- (i) No building or structure shall be erected, re-erected or materially altered without the permission of the Director.
- (ii) General land use in the Development Plan has been contemplated for specific uses. However, mixed land use shall not be prohibited unless otherwise a particular land use is hazardous, contiguous in nature to the predominant use and fulfills the regulations fixed for the same at the time of coming into force of these regulations.
- (iii) No yard of plot existing at the time of coming into force of these regulations shall be reduced in dimension of area below the minimum requirement set forth therein. The yard or plots created after the effective date of these requirements shall meet at latest the minimum requirements established by these regulations. All the plots registered prior to coming into regulations shall be treated as plots irrespective of their size to the condition that 3.00 meter wide path is available at site and at site and if it is lesser in width then the owner should surrender the remaining area from his plot to make the path 3.00 meter wide.
- (iv) Area under public/ Semi-Public use and parks and open spaces shall not be built upon in any way or use etc. for any purpose other parks, playgrounds and recreations. These may, however, with the prior permission of the Director be permitted temporarily for a period not exceeding 30 days to be used for public entertainment purpose and shall be removed at the end of the period and shall in no case be permanently erected.

- (v) The height limitations of these regulations shall not apply to all kind of religious buildings e.g. Temples, Mosque, Gurudwara and Churches etc. provided it is so designed and approved by the Director. The chimneys, elevators, poles, tanks and other projections not used for human occupancy may extend above the prescribed height limit. The cornices and window sills may be also project into any required yard.
- (vi) In the public interest and in the interest of the town design or any other material consideration the Committee constituted under the Chairmanship of Deputy Commissioner Chamba may permit change of landuse on specific ground(s) and may relax minimum size/ area of the plot, plot coverage, setbacks, number of storeys and floor area ratio (F.A.R.) etc in Restricted as well as other area. The decision of the said Committee shall be final.
- (vii) Natural Nallah which passes through the land involving division shall be developed and maintained according to the discharge of water.
- (viii) Where it is essential to develop a plot by cutting it shall be the responsibility of the plot owner to provide according to the engineering specifications, retaining the breast walls so that such cutting of natural profile of land may not harm the adjoining uphill side properties. However, cutting of natural profile shall not exceed more than one storey (3.50) metres in any case having a provision of diaphragm wall for step housing.
- (ix) Development proposal for a part of land or khasra number shall be not considered and proposal for complete land holding shall be submitted even if planning permission is required for a part of the land holding. For rest of the land, if not proposed to be acquired by any authority for any development purpose, the owner have to submit an undertaking in this behalf that the rest of the land shall not be sub divided and shall not be developed upto the plan period of the development plan.
- (x) No wall fence and hedge along any yard or plot shall exceed 1.50 meter in height.
- (xi) On corner plot bounded by vehicular road in any landuse zone, nothing shall be erected, placed, planted or allowed to grow in such a manner so as to materially impede vision to avoid accidents and for smooth running of vehicular traffic.
- (xii) No planning permission for development shall be granted unless the road/path on which land/plot abut its properly demarked and developed.
- (xiii) In case of existing area the front and rear setbacks need not to be left and existing building line can be maintained, provided further that the existing building are approved by the local body.
- (xiv) In case of plot or land abutting existing road/ path width of the same shall be increased to make requirements of the development plan by getting additional stripes of land surrendered by the land owner (s) on either side of the road/ path equitably or in accordance with topography of land and feasibility. Right of ownership or use of land which is earmarked for path/ road shall be surrendered or transferred to the

Development Authority or local body by owner(s) of plot(s) without any compensation for maintenance purpose. The registering authority shall have binding with this provision to effect all registrations as per approved lay-outs from the Director, Town and Country Planning or through authorized officers. Registering authority shall effect transfer of mutations of surrounded lands for public roads, path and facilities in favour of Development Authority or local body.

- (xv) The construction conforming to the traditional hill architecture with conical roof should be encouraged.
- (xvi) Roof/ slab, projections, Chhajja projections over door/ window opening, shall be limited upto 0.45 mete over minimum required setbacks on all sides.
- (xvii) Maximum height of the plinth level shall be 3.50 metres in case of plots situated on hill slope and in case of flat land 0.60 metres.
- (xviii) The set backs shall not be applicable to services like Electric sub division, road side infrastructure facilities, such as rain shelters, landscaping etc. which are specifically permitted by the H.P. Public Works Department on the acquired width of the road with temporary structures.
- (xxi) In case of petrol filling station the layout plan/ norms of the Indian Oil Corporation (I.O.C.) shall be adopted. However, on National Highways and the State Highways front set-back shall be kept 8.00 metres. If the rear and side set-backs are not mentioned in the layout plan of (I.O.C.) then the minimum sides and rear set-backs shall be 2.00 metres.
- (xx) No construction shall be permitted on a piece of land left with buildable width less than 5.00 metres after maintaining set backs with reference to the size/area of plot.
- (xxi) Not more than two dwelling units per floor shall be permissible in residential building constructed on plot having an area upto 250 sqm., one additional dwelling unit for every additional 100 sqm. area shall be permissible in each floor.
- (xxii) Minimum size of different parts of a building shall be as under:-

| | | | |
|---|----------------|-------------------------------------|-----------------------------|
| a | Habitable room | Minimum Floor Area Minimum width | 9.50 sqm 2.40 m. |
| B | Kitchen | Minimum Floor Area Minimum width | 4.50 sqm 1.80 m. |
| c | Bathroom | Minimum Floor Area Minimum width | 1.80 sqm 1.20 m. |
| d | W.C. | Minimum Floor Area Minimum width | 1.10 sqm 0.90 m. |
| e | Toilet | Minimum Floor Area Minimum width | 2.30 sqm 1.20 m. |
| f | Corridor | For residential For other uses | 1.00m wide. 1.20 m wide. |

| | | | |
|---|--------------------------------|--|--|
| g | Stair | (i) Residential | 1.00mtr. wide |
| | | (ii) For Hotel/Flats/Hostel/Group housing/Educational Institutions like School, College etc. | 1.50 mtr. wide |
| | | (iii) Hospital/Auditorium/Theatre/Cinema Hall. | 2.00 mtr. wide |
| h | Width of treads without nosing | (i) For residential | 25cm. |
| | | (ii) For others uses | 30cm. |
| i | Height of riser | (i) For residential | 19cm. maximum (11 nos. maximum risers in a flight) |
| | | (ii) For other uses | 15cm. maximum (11 nos. risers in a flight). |
| j | Spiral stair case | In commercial buildings of three or more storeys, provision of spiral stairs case not less than 1.50 m. dia. with adequate head room height other than regular stair case shall be permissible as fire escape in addition to regular stair case. | |
| k | Openings | For sufficient air and light, the windows and ventilators provided should have minimum area equivalent to $1/6^{\text{th}}$ of the floor area. | |
| l | Balcony projections | 1.20mtrs. wide balcony complete open at two sides with restriction up to 50% of buidling frontage where minimum front setback is 3.00 m shall be permissible. | |

- (xxiii) Parking floor shall be allowed on floor, which comes at road level, subject to the condition that the height of the parking floor shall be 2.30 metres to 2.50 meters. This parking floor shall be over and above the permissible FAR limits.
- (xxiv) In case space as per requirement for parking is available in open, over and above the set backs, condition of the parking floor shall not be insisted.
- (xxv) Minimum and maximum height of the floor shall be 2.70 metres and 3.50 metres respectively except in case of auditorium or theatre 25% variation in floor height, if required for specific functional requirement of an activity shall be permissible with restriction of overall height of the structure.
- (xxvi) Height of sloping roof zero at eaves, and maximum 2.50m. at center shall maintained.
- (xxvii) Construction of terraces shall be allowed to have provision of storey as permissible subject to the fulfillment of the FAR provision.
- (xxviii) $1/3^{\text{rd}}$ area of the top floor shall be allowed as open terrace wherever sloping roof is provided.

(xxix) Minimum front set back from the line of controlled width of the National Highways/ State Highways and other H.P. Public works department roads (scheduled roads) falling within the planning area shall be 8.00 metres except on land included in the inhabitant sites of any village as entered and demarcated in the revenue record or in sites in municipal notified area or town area that are already built up. The minimum front set back from other roads and municipal roads shall be 3.00 meters.

(xxx) The competency for preparation of structural design and its certification shall be as under:—

| | | |
|---|--|---|
| a | For residential buildings to be constructed/ completed on plot area upto 500 sqm and upto 3 storeys or 11.00m height | Registered architect |
| b | For buildings to be constructed/ completed on plot area upto 500 sqm and upto 3 storeys or 16.00m height | Graduate Civil Engineer having minimum 3 years experience in engineering practice with structure design and field work. |

(xxxi) Building shall not be put to use prior to issuance of completion certificate by the Executive officer, Municipal Council, Dalhousie.

(xxxii) The procedure of issuance of No Objection Certificate (N.O.C.) for water supply and electricity connection shall be as under:—

| | | |
|---|-----------|---|
| a | Temporary | At plinth level. |
| b | Permanent | On completion of dwelling unit/ floor/ whole drawing. |

(xxxiii) Any No Objection Certificate (N.O.C.) issued by the Town and Country Planning Department shall be liable for withdrawal on breach of terms and conditions of references of the issuances of such NOCs and undertaking to this effect shall be rendered by the applicant.

(xxxiv) No construction shall be allowed within the radius of 5.00 metre from the forest green belt boundary and within a radius of 2.00 metres from an existing tree. The distance shall be measured from the circumference of the tree.

(xxxv) Reconstruction shall be permissible on old lines. Any addition, if required shall be allowed subject to fulfillment of other planning regulations.

(xxxvi) No construction shall be permissible above road level on Thandi Sarak, Garam Sarak, Potreyn road, Court road, road from bus stand to Subhash Chowk, Church Baloon road, Khajjiar road from G.P.O. to M.C. boundary; Satdhara road from G.P.O. to M.C. Dalhousie boundaries. On these roads on vally side sloping roof shall not be insisted and slab at the road level is to be used for open parking. However, the facade of this

slab shall be constructed in such a manner so as to give an effect of sloping roof, matching with the Hill architecture.

(xxvii) No construction shall allowed in the vicinity of Sewerage Treatment plants/community septic tank without obtaining No Objection Certificate from the Water Pollution Control Board with reference to safety saves distance from human habitant.

(xxviii) Provision for rain harvesting tank shall has to be made.

18.13 SUB DIVISION OF LAND REGULATION :

(i) The application for sub-division of land shall be submitted as per procedure laid down under regulation 18.1.1.

(ii) The general regulation as laid down under regulation 18.1.2 shall be kept in view while permitting sub- division of land.

(iii) The sub-division of the land shall be permitted in accordance with natural profile topography (shown on a contour map) along with drainage of the land, road orientation, wind directions and other environmental requirements and according to prescribed landuse in the Development Plan. Natural flora and fauna shall be preserved. Unless site conditions prohibit plot shall be permitted at right angel to the road with proper shape and dimension, so that optimum use of the land is ensured.

(iv) The development of land shall not be permitted in area where basic services like paved road drainage, water supply, sewerage disposal, electricity, street lightning etc. do not co exist or unless the applicant undertakes that these services shall be provided at his own cost.

(v) The minimum width of path/ road abutting one side of plot shall be 3.00 meters to cluster of plots not exceeding 5 in numbers. If number of plots exceeds 5, the minimum vehicular access shall be 5.00 meters (with cul-de-sac) at the end and for the group of plots between 10 to 20 in numbers (1500 to 3000 sqm) on one particular access. The minimum vehicular access shall also be 5.00 meters width. In case of plot exceeding 20 in numbers (3001 sqm) the minimum width of road shall be 7.00 meters.

(vi) In case of plot or land abutting the existing or proposed road/ path, width of the same shall be increased to meet the requirement of the Development Plan.

(vii) Average slope gradient for regional road shall have to be 1:20. However, local road in town may be allowed with slope gradient upto 1:10 and additional width of the carriage way shall be provided on curve for ensuring smooth flow of vehicular traffic which may not obstruct view or vista.

(viii) Minimum area for plot for a detached house shall not be less than 150 sqm. In case allowed of plot meant for semi detached and row housing and minimum area shall be 120 sqm and 90 sqm respectively.

(ix) Semi-detached house construction shall be permissible on plot ranging from 120-150sqm. and row housing on plots ranging from 90-120 sqm. subject to the maximum number of such plots does not exceed 8 in a row after which a gap of 7.00 metres shall be left. Although minimum size of plot for construction in a row, with two common wall has been kept as 90 sqm yet in exceptional circumstances, considering economic site conditions the minimum size of the plots in a row with two common walls upto 60 sqm for houses may be allowed so as to provide smallest possible residential construction in a planned manner for the benefit for economically weaker section of the society. Minimum permissible distance between two blocks constructed on a plot shall be 5.00 meters.

(x) The plots allotted by the Government under Gandhi Kutir Yojna, Indira Awas yojna and under economically weaker section (EWS) schemes may be considered and permission accorded in relaxation of regulations.

(xi) Minimum area for plot for residential development in group housing scheme shall be 0.50 hectare (5000 sqm).

(xii) The minimum area for open/ green space for the scheme having more than five plots (750 sqm) shall be 10% of the scheme area. Where sub-division of land involving plots exceeding 10 in number (1500 sqm) by individual colonizer or any other society is proposed the provision of parks/ tot-lots and open spaces shall be made on a suitable location in the scheme. Such parks can not be built in upon and sold in any manner in future. Provision should also have to be made for education, socio- cultural and other community facilities based on actual requirements in the cases of sub division of land involving more than 5000 sqm area. The ownership of such land shall be transferred/ surrendered to the development Authority/local body without any compensation for development and maintenance as per provision made under general regulations 18.1(13) and necessary entry in this effect shall be made in revenue records.

(xiii) While carving of plots the orientation of the the plots shall be provided in such a manner so at to be in conformity with the integration of existing plots/ infrastructure, wind direction, natural flow of surface drainage to allow undisrupted rain water discharge.

(xiv) minimum area for the septic tank and soak pit etc. irrespective of number of plots shall be 5% of the scheme area.

18.2 REGULATIONS FOR EACH LANDUSE ZONE :—Permission shall be allowed in the 'other area' of planning area on the predominant land use basis of area concerned. This pattern shall include only such activities as are incidental, conforming and compatible with one another. No obnoxious, environmentally hazardous or non-confirming functions shall be allowed. For instance following set of activities should not be allowed:—

- (a) A school or college in the vicinity of a bus stand or right on a busy road.
- (b) A petrol pump in predominantly residential locality.
- (c) A hotel on a plot surrounded by purely residential buildings and in a dense residential pocket.

- (d) A slaughter house or crematorium nearby a dwelling area.
- (e) An activity to cause air, noise, dust, water or surface pollution right in a residential area and so on.

Activities shall only be allowed in the entire urbanisable area i.e. restricted area and other area provided these are eco-friendly i.e. do not involve any cutting of trees, vegetation or hill slopes.

18.2.1 RESTRICTED AREA :—The regulations for restricted area should be as under, read with general regulations appended at 18.1.2.

- | | | | |
|-----|------------------------------------|---|---|
| 1. | Use permissible | : | Residential |
| 2. | Minimum plot size | : | 250 sqm |
| 3. | Maximum number of storeys | : | 2 + 1 parking floor where ever feasible. |
| 4. | Maximum F.A.R. | : | 1 |
| 5. | Set Backs | : | Front 3.00 Metre Other sides: 2.00 metres each |
| 6. | Maximum Building height | : | 12.00 metres (including 2.50 metre maximum height of sloping roof and height of parking floor ranging from 2.30 metres to 2.50 metres). |
| 7. | Reconstruction | : | Permission on old building lines and number of storeys will also remain the same. |
| 8. | Change of land use | : | Permissible for residential use only. |
| 9. | Change of use of existing building | : | Not permissible. |
| 10. | Sub-division of land. | : | Permissible. |

18.2.2 OTHER AREA :

Note:— The regulation for "Other Area" shall be as under, read with general regulations 18.1.2.

18.1.4.2 (A) RESIDENTIAL USE : The construction of a building for residential use shall not be permitted on any plot which has an area less than 90.0 sqm like under the government housing scheme for homeless namely Gandhi Kutir Yozna, Indra Awas Yozna and EWS etc., the cases shall be considered and permission accorded in relaxation of these regulations. The minimum width for row, Semi-detached and detached type houses shall be 6.00 metres, 9.00 meters and 12.00 metres respectively.

The maximum covered area, setbacks and Storeys shall be governed by the following Table:—

| S. No | Plot Area sqm | Type of Housing | Maximum Coverage | Setbacks (mts) minimum | | | | Maximum FAR |
|-------|---------------|-----------------|------------------|------------------------|------|------|------|-------------|
| | | | | F | L | R | R | |
| 1 | 90-120 | Row | 65 % | 3.00 | - | — | 2.00 | 1.50 |
| 2 | 121 to 150 | Semi-Detached | 60% | 3.00 | 2.00 | 2.00 | 2.00 | 1.50 |
| 3 | 151 to 250 | Detached | 55% | 3.00 | 2.00 | 2.00 | 2.00 | 1.50 |
| 4 | 250 to 500 | Detached | 50 | 3.00 | 2.00 | 2.00 | 2.00 | 1.50 |
| 5 | Above 500 | Detached | 40 % | 5.00 | 3.00 | 3.00 | 3.00 | 1.00 |

- Note:— (i) An additional floor for parking of vehicle on plot abutting to vehicular access/ road shall be permitted, wherever feasible.
- (ii) Maximum permissible coverage shall be subject to fulfillment of prescribed minimum setbacks.

18.2.2 (B) Hotels and Guest Houses :

(I) Hotels

1. Minimum plot size : 1000 sqm
2. Maximum number of storeys : 3 + 1 mandatory parking floor, shortfall in parking, if any, shall be met in open over and above the setbacks.
3. Maximum F.A.R. : 1.20 subject to maximum coverage of 40 %. Minimum 10 meters front setback and 5 Metres setback on other sides. Parking floor shall not account for F.A.R.
4. Maximum Building height : 15.30 metres (including height of slopping roof and height of parking floor.)
5. Width of Path : 5.00 metres.

Note:— Parking provision in the Hotel Shall be @ 50% of No. of suits and requisite area for parking is 20 sqm per vehicle (LMV, form wheelar).

(II) GUEST HOUSES :—Following regulations shall be applicable for proposals guest houses:—

- (a) The proposed guest house must have vehicular access (width not less than 5.00 meters in urban areas).
- (b) In urban area the proposed guest house must have car parking space at least equivalent to the half of the number of suits.
- (c) The plot area shall not be less than 250 sqm.

- (d) In the urbanisable area the minimum and maximum number of habitable rooms with attached toilet shall be 5 and 9 respectively with dinning hall, kitchen, and store and a lounge. In rural area maximum and maximum number of habitable rooms with attached toilets shall be 2 and 9 respectively and shall have kitchen and one store.
- (e) Number of storey, coverage, set backs and height of building etc. shall be same as for residential buidling.

18.2.2 (C) COMMERCIAL :

- (i) For mixed land use the setbacks, coverage etc shall be same as proposed for residential use.
- (ii) The minimum size of the booth / shop shall be 2.50x3.50 meters 3.00x6.50 meters respectively. The side and rear setbacks shall not be compulsory. Front setback shall be minimum 3.00 meters or as per the existing building line as the case may be. Maximum numbers of storeys shall be 2+1 parking floor wherever feasible.
- (iii) In the newly organized commercial complexes, the maximum permissible coverage shall be 50% and remaining 50% area shall be used for parking and landscaping. Sufficient and separate entries as well as exits shall be provided in commercial building for emergencies like fire etc. Provisions for toilets shall be made within the complex.

18.2.2 (D) INDUSTRIAL :—No major industry of any kind shall be permitted in Dalhousie Planning area. However, small; and household industries encouraging local handicraft like Chamba Rumal, Chamba Chappals (which were previously manufactured in Dalhousie and favorite of tourists.) woolen shawls, blankets, wood carved products etc. shall be permissible Minimum required area shall not be less than 250 sqm with minimum width of 10 meters. Ceiling height shall not be less than 10 meters . The setbacks, coverage etc be same as for residential use.

18.1.4.2 (E) PUBLIC AND SEMI-PUBLIC :—In public and semi-public use which includes, Educational, Medical, Police Station, Fire Stations, Community Halls, Library, religious buildings, Govt and Semi-Govt Buildings, utilities and services, creations and burials grounds etc. The following regulations shall be applicable :—

- | | | | |
|----|----------------------------|---|---|
| 1. | Maximum number of storeys | : | 4 + 1 mandatory parking floor, shortfall in parking if any, shall be met in open over and above the setbacks. |
| 2. | Maximum Building height | : | 18.80 meters (including height of slopping roof and mandatory parking floor.) |
| 3 | Minimum Width of Path/road | : | 5.00 meters. |

4. Set backs, coverage and F.A.R shall be as per table below :—

Table Number:

| S. No | Plot Area sqm | Permissible Coverage (Maximum) | Minimum Setbacks (mts) | | |
|-------|---------------|-----------------------------------|------------------------|------|------|
| | | | Front | Side | Rear |
| 1 | Upto 200 | 50 % | 3.00 | 2.00 | 2.00 |
| 2 | 251 to 500 | 40% | 4.00 | 2.50 | 2.50 |
| 3 | 501 to 1000 | 45% | 5.00 | 2.50 | 3.00 |
| 4 | Above 1000 | 30% | 7.50 | 2.50 | 3.50 |

18.2.2 (F) AGRICULTURAL AREA :—The permissible use in agricultural area shall be as follows:—

(a) Construction of cowshed, farmhouse/self residence, green house, overhead and under ground tank, latrines, temporary or kutcha shed/ structure purely incidental to agricultural purpose and livestock etc., biogas plant, government sponsored housing schemes, no sanction of any kind shall be required to similarly uses like dairy, poultry farming, quarrying, mining, beekeeping etc shall be allowed.

(b) Construction of schools, libraries, religious buildings shall require no sanction of any kind in this area.

(c) Single storied Structure for self-employment activities e.g. shop, atta chekki, godown for food, seeds, fertilizers agriculture equipments, service and small scale industry promoting agriculture. A simple application shall be submitted to the Director. The application shall contain the following descriptions:—

- (i) Name of the applicant.
- (ii) Description of the activity proposed and land
- (iii) A location/ site plan describing the exact location of the site.
- (iv) Line plan of the proposed construction.

Each such application shall be accompanied with recommendation of the Executive Officer, Municipal Council, Dalhausie that the proposed activity/construction is not going to cause any nuisance and that there is a proper approach path existing or [proposed by the applicant.

18.1.4.2 (G) FOREST AREA:—(i) No non-forest activity shall be allowed in the forest land including private forest. In private forests activities promoting afforestation, wild life-picnics and tourism where in tented, temporary small and make shift accommodation are proposed shall be allowed with the prior permission/ clearance/ NOC of the forest department. Hill cutting for the construction of approach road shall not be allowed. Re-construction of existing structure shall be permissible on old lines horizontally and vertically.

(ii) Starting from the northern boundary of Kh. No. 12 of Up-Mohal Kathlag then following the northern boundary of Khasra numbers 1/1 and 2. Then further starting from the eastern

boundary of Kh. No.2 then following the eastern boundry of Khasra Numbers 3, 4, 5, 7, 12, 11, 16 and upto 27. Then starting from the Southern boundary of Khasra number 27 then following the southern boundary of Khasra numbers 27, 39, 36 and upto 14. Then starting from the western boundary of Khasra number 14, following the western boundary of Khasra numbers 13, 11 upto the starting point Khasra number 12.